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WAYSIDE NOTES

ON THE . . .

SUNSET ROUTE

EASTWARD FROM SAN FRANCISCO

Descriptive of the Features of Interest along the line of Southern Pacific Company's Sunset Route : : : : :

Industrial
Geographic, Historical
and Scenic

"It doubles the enjoyment of travel to read up on the country through which you are passing, and about the places you intend visiting."

Published by the Passenger Department

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Introduction

THIS paper has a purpose, in some sort to anticipate questions the curious traveler may ask while he journeys. He would know the names of rivers crossed by him, and the more conspicuous mountain peaks, with exceptional elevation, the ranges passed in review, and locations of historical or current interest.

With painstaking, it should be the duty and pleasure of the Company that transports, to act also the part of intelligent and truthful guide. To fail of it in the case in hand would be unpardonable, for we traverse much of El Camino Real—the famed royal way of Spanish conquistador and Mission-founding Father.

Not elsewhere can so much be seen, tending to touch the heart and fire the imagination; nor elsewhere such object lessons in successful empire building.

The Persian story-tellers' art will not be invoked—need not be; plain statements of well-accredited facts will be given without gloss; and if by chance in any case "fancy is drawn upon for facts," it shall so appear.

This assumes to answer questions in advance of the asking. The most important of them all, appealing to the very possibility of transient life, is "Hotels"—"Are there any good hotels?" With no purpose to advertise a private business not necessarily related to the matter in hand, railway and transportation lines needful to reach desirable points, and hotels that are well approved and are attractions at important places, will be named.

86390

SAN FRANCISCO—*Pop., including suburbs, 450,000; New Orleans 2489 miles distant.*

Because these pages address themselves more largely to the transient world, than to residents of San Francisco, or of California even, it is not only fitting, but imperative, that something in descriptive way shall be said of that metropolis.

It is planted upon the elevated head of a peninsula bordered on its eastern side by the Bay of San Francisco, and on the western by the Pacific Ocean, and that has extension southward for fifty miles; not all of it however under control of this municipality.

Approximately it has an area of 220 square miles, and the exterior bounds, fixed by waters of bay and ocean, cover a line not less than forty miles in length; in medieval times its enclosing walls would have measured fifty miles. Beyond its southern boundary, but not far distant, there is a constriction of the peninsula—the distance across the neck is something more than five miles from bay to ocean.

The topography of this city-crowned "head of the peninsula," lends itself generously to urban development—whether, with safe anchorage and space for wharves, upon lines that involve ocean carrying for the Pacific world; or upon manufactures to anticipate wants certain to arise when the Orient awakes; or for grand commercial houses fitted to be factors for half the entire human family; or deeply rooted banking and cloud courting publication offices; halls of justice whose foundations rest on primeval rocks, that the scales may be held in untrembling hands—these, all these, tide level demanding, with associate palatial hotels to refresh a transitory nation, and churches and synagogues, if it so desires, to save a world. All these interests, that lie at the foundation of municipal greatness, are found within easy pedestrian touch of those who enter the city's gates.

And then, in picturesque relief from oppressive dead-level commercialism—residence hills everywhere—one hundred of them, attainable at will, by luxurious street cars—cable and electric—these sanitary hills, covered by dwellings in endless variety, some of them sumptuous, but all of them filling the measures of ideal homes, with bloom to gladden the eye, and fragrance to bless.

The Hanging Gardens of Babylon were a failure when compared with achievements here, fostered by cooperation of natural conditions. Golden Gate Park and the Cliff House seals are an endless delight; and the "pomp and circumstance" of military Presidio may be considered educational. Something should be said of educational facilities.

At the head of them—although not within the municipal bounds—but near enough, happily, to illumine its intellectual atmosphere by their effulgence—the University of California, its site in full view at Berkeley across an arm of the Bay; and Leland Stanford Junior University at Palo Alto, sixty minutes' run by rail down the peninsula; and both of them doing university work in San Francisco, with courses of lectures by their ablest men. The best these universities have is offered as a free gift to all who will receive it; and, on a lower plane, including every class of schools from kindergarten to normal, provision is made for the education of every

one desiring it—whether old or young—free to them as the unstinted air. Free libraries, under municipal fostering, take rank with proud institutions under corporate control. Hospitals of exceptionally high grade are numerous—that of the city opens its wards to all who need; and multi-named charity traverses the highways and hedges in search of waifs, and penetrates the forbidding dive, and concealment of the garret, for rescue of the wandering or the lost.

Over all and pervading all, an atmosphere of perennial delight; and, in official life and business life and social life, a sturdy facing in the right direction—stimulated it may be, by a settled conviction that no bounty of heaven is too good for San Francisco.

If, perforce, one must leave it, and is permitted choice of routes, the start will be from Southern Pacific Company's depot, at Third and Townsend Streets—the outgoing train traversing the city suburbs, and passengers can mark the various steps of evolution, when country rises to urban life.

OCEAN VIEW—*N. O., 2481 miles.*

Ocean View is self-named; from the car windows, on the right hand, you will get a bird's-eye view of the distant Cliff House, of the surf line at the south of it, and the placid waters of near-by Laguna de la Merced, created and fostered by artesian springs. The thirsty travel-worn Spaniards who first enjoyed its bounty gave it the name of Mercy, and it so continues.

One mile south of this station the train will shake the dust of San Francisco from its wheels and invite that of San Mateo.

SOUTH SAN FRANCISCO—*N. O., 2476 miles.*

San Bruno—N. O., 2474 miles.

From South San Francisco, looking towards the Bay, diverges a railway track to a body of massive buildings in the distance. These are headquarters of Western Meat Company, organized on plans of kindred establishments of Armour and Cudahy in the East. Its operations are gigantic, with refrigerated and prepared meats sent along every pathway of civilization.

MILLBRAE—*N. O., 2472 miles.*

Millbrae has notable private estates and residences tributary to it, is beautiful for situation, and abounds in bovine ruminance.

BURLINGAME—*N. O., 2469 miles.*

The conception of Burlingame was esthetic in unusual degree. It was planned to preserve and enhance its natural endowments, and create a place with accessories suitable for the nobler sports of refined social life.

SAN MATEO—*N. O., 2467 miles.*

San Mateo is the metropolis of the county; is well built and enterprising, not less on the nobler lines than those of commerce. One of its important institutions, making appeal to the best wishes of all, is St. Mathews School, of which the late A. L. Brewer, D. D., was rector. Near San Mateo, on the more elevated lands, is Crystal Lake, one of the impounding

reservoirs of Spring Valley Water Company of San Francisco.

BELMONT—*N. O., 2463 miles.*

San Carlos—N. O., 2462 miles. Belmont, named by its beautiful mountain, is one of the best esteemed, near-by resorts of San Francisco. It is acquiring fame as seat of Belmont School for Boys, with Prof. W. T. Reid, head master.

REDWOOD—*N. O., 2460 miles.*

Fair Oaks—N. O., 2458 miles. Redwood is an important and thriving place; in a degree as seat of its government, a center of attraction for the County of San Mateo. The name is a memory of pristine days, when here and mountainward there was a fine forest of redwoods (sequoia sempervirens).

MENLO PARK—*N. O., 2456 miles.*

From an artistic standpoint, Menlo Park is the highest expression of rural beauty to be found in a reach covering fifty miles of it. It occupies an oak-wooded natural park; on the one side the placid waters of San Francisco Bay, and on the other San Moreno Mountains (a northerly spur of beauty-creating Santa Cruz Range), here, to keep "watch and ward" against any unkindly message from the Pacific.

This park is a popular country residence place, wherein nature with lavish hand has set up 10,000 umbrageous shrines for Druid's worship; massive oaks, draped not in funereal lichen, but festive mistletoe crowned, suggesting and inviting the golden sickle for Whitsun and Yuletide sylvan mysteries.

Of general interest, the most recent event at Menlo Park is the opening of St. Patrick's Theological

Union Ferry Depot, San Francisco
S. P. Ferry Steamer "Berkeley"
University of California
Transfer Boat "Solano"

Seminary, for education of candidates for the Roman Catholic priesthood.

Another acquisition on educational side, is Hoitts' School for Boys, transferred from its original location at Burlingame, with manifest advantage to teachers and to pupils. Shade for the studious not wanting at either place, but that of Menlo Park is most academic.

PALO ALTO—*N. O., 2455 miles.*

Leland Stanford Junior University

Mayfield—N. O., 2454 miles. A valued tributary to Leland Stanford Junior University.
Mountain View—N. O., 2449 miles. A picturesque city.
Murphys—N. O., 2446 miles. Umbrageous in native oaks.
Lawrence—N. O., 2445 miles. Rich in varied agriculture.
Santa Clara—N. O., 2441 miles. Seat of University of the Pacific and home of refinement and beauty.

Palo Alto is, on all accounts, a charming place for residence, with social atmosphere of the best. Its advantages are so many, and of such high intrinsic value, the present municipality is likely to broaden into city conditions.

More than a passing view must be had of Leland Stanford Junior University, that is, and is to be, a most important factor in the welfare of our race. With exceeding depth and breadth of wisdom were its foundations laid, when it was ordained that without sectarian bias its teachings should point to an over-ruling Providence that guides the affairs of men. With marvelous patience and self-denial has the surviving founder pursued her creative way, as revealed at its inception.

The situation itself and the natural environments are ideal for a great university. Academic shade, the work of centuries; not far to seek, oak and laurel for the victorious; umbrageous paths and mountain glens for thought incubation and self-communings; and for the housing, what more fitting than the Hispano-Moorish, around which clings so much of classical, of sacred and romantic interest, a style pre-eminently suited to the occasion and its surroundings. The library—great, on the day of its birth, and fore-ordained fountain to be drawn upon by light-seeking millions, yet to come; the instructive museum and varied treasures should be seen; dormitories, annexes and halls to be visited; "power-house" inspected, and the equine stalls and paddocks and "youngster" training rings examined (education for all God's creatures); in their beautiful flying feet the prototype of Moorish arch.

But after all, what more than incidents are these, when compared with the earnest throng, that on every hand gives animation to the scene.

No one can fail with reverent mien to approach the sacred classical pile, containing all that is mortal of Leland Stanford, and of the son in memory of whom this University was created; a shrine of benediction, to be visited so long as gratitude appreciates the blessings of human love.

SAN JOSE—*N. O., 2438 miles.*

Beautiful, bountiful, pomonal San Jose; come whosoever or whatsoever will, ahungered for fruits or flowers, the waiting tables are spread for

expected guests; none so humble there shall be vain appeal.

Bright-winged ephemeral thousands, with span of life a single hour, shall have it glorified by sunshine and floral sweets. The passing song-bird regales itself on honeyed fruit and repays an hundred fold in warbling trills; and homeless, self-banished biped wanderer (certainly a little lower than the angels) may pluck and eat, and go his shambling, thankless way, grateful neither to God nor man, in fundamental faith, the world owes him a living. Toll takings such as these are unconsidered gleanings from a frugiferous harvest, that is practically exhaustless.

A few years ago, when a session of the National Grange was held in California, Governor Luce of Michi gan, its then official head, was entertained by visit to the fruit district of Santa Clara Valley. The inspection progressed favorably until a place was reached where the vistas between tree-rows ended in a nebulous vanishing point.

The Governor made sure his vision was not in fault, and then asked, "How long are these rows?" The answer was in miles—and he affirmed the combined fruit-growing world could not compete with prolific trees aligned by the mile.

It is no fulsome praise, or exaggerated boast, to say that in fruit production, when quantity, quality and variety are considered, San Jose leads in triumphal march.

On social side, it is emphatically a home city; almost every dwelling floral framed, and that too, not only in choicest native bloom, but freely also in rare efflorescence, that in less favored places would be exhibition hothouse exotics.

Lick Statuary, San Francisco
Conservatory, Golden Gate Park, San Francisco
Francis Scott Key Monument, Golden Gate Park, S. F.
Stow Lake, Golden Gate Park, San Francisco

These displays are not limited to multi-millionaires, but are the abundant heritage of labor.

Theorists talk much of environmental influence, affirming a marked difference in culture that evolves itself from pig-raising, and that of fruit and flowers; with deductions, that manners to be expected at the stye would be misfit in aromatic berry fields.

The social atmosphere of San Jose meets all theoretical requirements, its standards of education and religion are elevated, the seed-time of them antedating current history.

Santa Clara College, established and promoted by the Catholic Church, carries on its alumni rolls the names of many who have been, and are, valued factors in State history making; and the same is true also of University of the Pacific (in near-by Santa Clara), founded in pioneer days, by Methodist Episcopal Church.

These two colleges, sustained at great personal sacrifice of time and treasure by their friends during a protracted period, have proven a large element in popular uplifting.

It should be known that Santa Clara College is sequel to famed Mission Santa Clara, founded January 12, 1777. At one time its worshiping congregation of Christianized Indians numbered 1464—each one of them all known to the priests, and of record by baptismal name; the totals were 8640. Many tourists enjoy a visit to the site, aromatic of self-sacrifice and demonstrations of Divine love.

Supplemental to these colleges, the State has established a valuable Normal School, that has proven of priceless worth in its educational plans; and, in preparatory way to these broader benefits, San Jose has an admirable, closely graded school system, open to all who can be induced to accept its bounty, free as air that envelopes the earth.

On higher line (4250 feet above sea level), crowning summit of Mount Hamilton, is Lick Observatory—twenty-eight miles from San Jose.

Here, through the great telescope, one's vision can make transit of outer ether, covering fields occupied by thousands of solar systems, equal to and superior to our own; and when we are overwhelmed by this hint merely, of nature's material immensity with unfeigned humility of spirit, whisper—"What is man, that thou art mindful of him?"

From cars of Southern Pacific Company's railway line, and as well from San Jose, the Observatory glints as a silvered spot on summit of the mountain.

The city of San Jose can be reached by two other railway lines, also belonging to Southern Pacific Company, to-wit: a broad gauge, via Oakland and Niles, and a narrow gauge, via Alameda and Santa Clara. Both are served by ferry from foot of Market Street, San Francisco.

Broad Gauge.

MARKET STREET FERRY.

Oakland Pier—S. F., 5 miles.
West Oakland—S. F., 6 miles.
East Oakland—S. F., 10 miles.
Fruitvale—S. F., 11 miles.
San Leandro—S. F., 16 miles.
Lorenzo—S. F., 18 miles.
Haywards—S. F., 21 miles.
Decoto—S. F., 27 miles. Near Decoto the Grand Lodge of Free and Accepted Masons has a fine home for aged fraters and their wives.

NILES—*S. F., 30 miles.*

Irvington—S. F., 34 miles.
Warm Springs—S. F., 37 miles.
Milpitas—S. F., 42 miles.

Niles is famed for flower culture, fruit tree nurseries and orchards. The railway line bifurcates here, the left-hand one (to be noted hereafter in connection with lines to Stockton and San Joaquin Valley), and the right-hand one leads to San Jose.

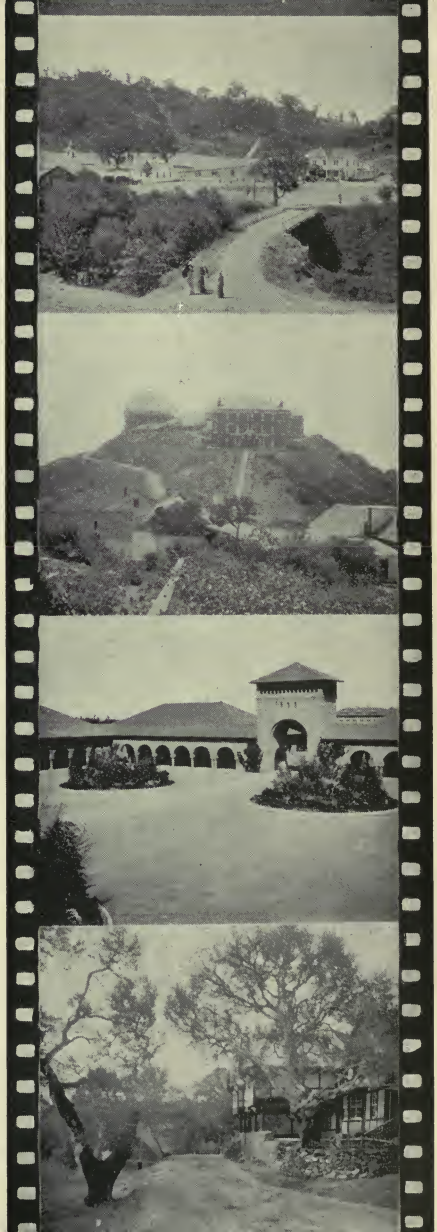
Narrow Gauge.

The third line, constructed between the two broad gauge ones, is a narrow gauge, leaving San Francisco, also from foot of Market Street, and via ferry to Alameda, thence to Santa Cruz, with San Jose for midway point.

Alameda Wharf—S. F., 3 miles.
Park Street—S. F., 9 miles.
West San Leandro—S. F., 15 miles.
West San Lorenzo—S. F., 17 miles.
Russells—S. F., 19 miles.
Mt. Eden—S. F., 20 miles.
Alvarado—S. F., 24 miles. Alvarado has an important beet sugar factory.
Halls—S. F., 25 miles.
Newark—S. F., 29 miles.
Mowry's—S. F., 32 miles.
Alviso—S. F., 38 miles.
Agnews—S. F., 41 miles. Agnews is seat of one of California's insane asylums.
Santa Clara—S. F., 44 miles.
College Park—S. F., 45 miles.

The narrow gauge, last noted, extends to the ocean side at Santa Cruz, and, in so doing, traverses a most romantic mountain region, the constant resort of those who can enjoy the large measure of scenic beauties it has to offer.

It should be noted that the distance to San Jose from San Francisco, by the Palo Alto broad gauge line, is 50.7 miles, but by the narrow gauge it is 46.2, a difference of 4½ miles. This will explain why Campbells, that lies beyond San Jose, is made to appear nearer.



On the Road to Lick Observatory
Lick Observatory, Mt. Hamilton
Stanford University
Burlingame

CAMPBELLS—*S. F., 50 miles.*

From Campbells a narrow gauge line runs to New Almaden, as follows :

L. G. & S. J. Road—S. F., 52 miles.
Union Avenue—S. F., 53 miles.
Le Francs—S. F., 55 miles.
Thona—S. F., 56 miles.
Almaden Crossing—S. F., 59 miles.
New Almaden—S. F., 61 miles. New Almaden has a quicksilver production record that may challenge successful competition.

At Campbells, and as well along this line last noted, fruit growing has found its home.

LOS GATOS—*S. F., 56 miles.*

This picturesque town is able to offer the dual attractions of mountain and valley, and is the resort of many appreciative visitors.

PACIFIC CONGRESS SPRINGS.

Alma—S. F., 58 miles.
Forest Grove—S. F., 62 miles.
Wrights—S. F., 63 miles.
Laurel—S. F., 65 miles.

A short and romantic drive from Los Gatos reaches the long-time-famed Pacific Congress Springs. In its waters the chemist's "ides" and "ates" are duly proportioned; and of organic matter, "not a trace" (no flies in the laboratory), showing beyond a peradventure that nature, when in pacific mood and generous, can do the fair thing and something better. Of this the waters of Congress Springs are in evidence. The hotel is in line with them.

GUADALUPE RIVER.

At San Jose, and in the suburbs near the narrow gauge line, via Campbells and Los Gatos, the Guadalupe River will be seen. It drains the mountains about New Almaden, and on its banks Mission Santa Clara was founded.

GLENWOOD—*S. F., 66 miles.*

Good fortune, materializing as a railway company, has led you into the marvelous penetralia of Santa Cruz Mountains; their untold treasures of trees and ferns and flowers are before you.

To Glenwood, Laurel and Wrights, and to newly discovered homes of the wood nymphs, concealed from careless vision, thousands make annual pilgrimage as votaries to a shrine.

FELTON—*S. F., 74 miles.*

Ben Lomond—S. F., 77 miles.
Filbert—S. F., 80 miles.
Boulder Creek—S. F., 81 miles.

From Felton a branch line to Ben Lomond and Boulder Creek, seven miles in length, leads through a most romantic section, and is also in close relation to the celebrated hotel and resort, Rowardennan, occupying a picturesque spot at base of Ben Lomond.

BIG TREES—*S. F., 75 miles.*

Rincon—S. F., 77 miles.

The Big Trees are five miles from Santa Cruz, and a stop must be made for their examination. They are sequoia sempervirens (redwood), and belong to a class that has been,

and still is, a large factor in the lumber interest of the Pacific Coast. These are giants. Some of them, as they stand, have hollows at their base equal to the temporary housing of a family. Shelter within one of them was sought by Fremont before we sang "Days of old, days of gold, days of '49."

SAN LORENZO RIVER,

with drainage from Santa Cruz Mountain Range, borders the city, and ends at the bay.

MISSION SANTA CRUZ.

This mission, whose site is within the municipality, was founded by Fathers Salazar and Lopez, on the twenty-fifth of September, 1791. The church long since passed into history.

SANTA CRUZ—*S. F., Broad Gauge, 121 miles; Narrow Gauge, 80 miles.*

This is a delightful spot for recreation and for rest. Deep-water fishing in the bay is always good, and upon occasion the successes in salmon taking are phenomenal. Bathing and suburban drives are sources of endless pleasure. The tourist will be interested to know that provisions for his entertainment are bound by no narrow limits. Sea Beach Hotel, Ocean House and others are ready to supply every reasonable want.

Santa Cruz Mountain Range at the east.

For convenience of travelers, the line (broad gauge) from Santa Cruz to junction of main transcontinental line at Pajaro will be here introduced. It closely follows the shore of the Bay, and reveals many points of interest.

Twin Lakes—S. F., 119 miles.
Capitola—S. F., 116 miles.

Santa Cruz Big Trees
Santa Cruz Mountains
Los Gatos Canyon
Hotel Vendome, San Jose

APTOS—*S. F., 113 miles.*

Aptos, Capitola and Twin Lakes are attractive seaside resorts along the beach of Bay of Monterey. They are much in request for season use by families, and have a growing list of transient visitors.

Ellicott—S. F., 107 miles.

WATSONVILLE—*S. F., 102 miles.*

The thrift and enterprise of Watsonville are proverbial; its most notable feature, a successful beet sugar factory that gives its promoters a golden harvest each recurring season. Pajaro and the main line are one mile distant; to be noted later.

Resuming, now, the main line, left by us at San Jose, we have

HILLSDALE—*N. O., 2433 miles.*

Alamitos—S. F., 59 miles.
Greystone—S. F., 61 miles.
New Almaden—S. F., 63 miles.

From Hillsdale a branch line, eight miles long, reaches New Almaden.

Hillsdale is a five-mile-distant suburb of San Jose, and a valuable adjunct to that metropolis. The north-flowing stream, that from time to time reveals itself to the train, is Coyote Creek.

Coyote—N. O., 2426 miles.
Morgan Hill—N. O., 2418 miles.
San Martin—N. O., 2414 miles.

GILROY—*N. O., 2408 miles.*

Gilroy is a city of local importance, and the point where stages are taken for Gilroy Hot Springs, fourteen miles distant. These springs have acquired a fine reputation for curative properties.

CARNADERO—*N. O., 2406 miles.*

Bolsa—S. F., 89 miles.
Hollister—S. F., 95 miles.
Tres Pinos—S. F., 101 miles.

From Carnadero a branch line extends southeasterly to Tres Pinos, eighteen miles distant. It traverses a rich fruit, grain and grass growing country, and reveals Hollister, a town of more than average value.

SARGENT—*N. O., 2402 miles.*

Mission San Juan Bautista.

By a short carriage drive from Sargent, a profitable visit can be made to the city of San Juan, and its historical and romantic mission, San Juan Bautista, founded by President Lasuen on the twenty-fourth day of June, 1797. The fraters of a mystic rite celebrate this day as that of their revered patron. The mission is well preserved, and you should give it an opportunity to welcome your inspection. The south-flowing waters are tributary to Pajaro River.

PAJARO—*N. O., 2389 miles.*

This is junction point, at which we arrived by extension of the trip to Santa Cruz. The valley of which it is sponsor carries an exhaustless fertility, and the town has an importance that is not revealed by a careless inspection.

In relation to it, you have become acquainted with Pajaro River, a considerable stream, formed by Carnadero Creek from the north, San Benito and San Felipe from the east, and Tres Pinos from the south. When it was first crossed by white men, in 1769, it was named Pajaro (Spanish for bird), in recognition of a stuffed bird exhibited by the Indians.

CASTROVILLE—*N. O., 2378 miles.*

At Castroville an important arm of Southern Pacific Company's lines radiates southward at an acute angle, with view to reach Hotel del Monte, Monterey and Pacific Grove.

It will be the notable experience of a lifetime to make this trip.

MONTEREY—*S. F., 126 miles.*

Within a circle of six miles about Monterey are more objects of sacred, historic, romantic and scenic interest than can be found within any other similar area in California; and are happily included in the famous sixteen-mile drive from Hotel del Monte.

Along these shores Cabrillo coasted in 1542, and November 15th named the land-fall "Cabo de Pinos" and the sheltered waters "Bahia de las Pinos." In 1603 Sebastian Vizcaino discovered Carmel River on the fourteenth of December, and on the sixteenth rounded Punta de Pinos and landed at Monterey. In 1770, June 3d (not 30th, as frequently quoted), Junipero Serra founded Mission San Carlos Borromeo, on a spot near the beach within the limits of the present municipality, but a short time subsequently transferred it five miles easterly to the bank of Carmel River. The ancient church

San Carlos Mission
Sea Beach Hotel, Santa Cruz
Capitola Beach
Camping, Santa Cruz Mountains

in city of Monterey, is a parish church merely, and not San Carlos Mission, nor ever was.

MISSION SAN CARLOS BORROMEO.

Under renovation this mission retains its original lines. The ashes of Serra and some of the fraters loved by him, including Crespi (the brother of his soul), repose beneath the altar; and the form of worship he established one hundred and thirty years ago still continues, in celebration of high mass once each year. A monument to his memory, the gift of Mrs. Leland Stanford, occupies a commanding place in the city suburbs, overlooking the bay.

POINT PINOS AND ITS MONTEREY CYPRESS.

This matchless, ocean-washed, rock-bound landscape must be visited to be understood. Small wonder it was loved of the Fathers and named Carmel. It has an aroma of Palestine.

PACIFIC GROVE—*S. F., 129 miles.*

Pacific Grove, in its popularity as a seaside resort, has grown apace until the measure of a city has been reached. Its physical and moral purity commend it to all lovers of those graces, and each successive season increasing thousands flock to its enjoyment.

Chautauqua holds educational sessions at Pacific Grove, and the same is true of the annual conferences of the Methodist Episcopal Church. At one of its recent sessions, when, according to custom, the roll was being called for votes on the place of next assembling, it was unanimous for Pacific Grove. The presiding bishop, before announcing the result, gravely said: "I wish I had a vote; I would like to give it to Pacific Grove." It is a popular place of meeting for most of the religious and social bodies of the State.

Leland Stanford Junior University, through the public spirit of Mr. Timothy Hopkins, has its marine laboratory in touch with the prolific waters of Pacific Grove. The work of this department of the University takes deservedly high rank in educational circles.

HOTEL DEL MONTE.

An unspeakable gem, in an umbrageous and floral setting, that baffles the descriptive powers of poesy or prose.

Would you see what is possible of achievement when art and nature cooperate? Then visit Hotel del Monte.

The hotel and all the improvements are in such artistic harmony with each other and with the matchless work of nature in which they are placed, that any approach to discord is unknown. Kings and statesmen are of record in its exaltation, and poetic measures have been offered in tribute to it. Nothing has ever been said of it that leaves not the major part unsaid. The most compressed laudation is that of one who wrote: "If the traveler has only time to see one place in California, let that be Hotel del Monte, for it is the best of its kind."

Returning now from this instructive and satisfying divergence, at Castroville we resume the transcontinental trip.

Cooper—N. O., 2375 miles.

SALINAS—*N. O., 2371 miles.*

Salinas is a large and prosperous place, with commercial and social influence over a wide circle of surrounding country.

SPRECKELS JUNCTION—*N. O., 2368 miles.*

Three miles distant, to be covered by branch rail, is located the mammoth beet sugar enterprise of Mr. Claus Spreckels.

Chualar—N. O., 2360 miles.
Gonzales—N. O., 2354 miles.

SOLEDAD—*N. O., 2345 miles.*

At Soledad, on the ninth day of October, 1791, the Mission of Nuestra Senora de la Soledad was founded by Fathers Sitjar and Garcia. Antiquarian and sacred interest attaches to its remaining walls. The ruins are hardly more than ruins, but are still visited by the curious and reverent.

PARAISO HOT SPRINGS.

These well-known and popular springs are reached by "coach and four" out of Soledad within the space of one hour and a half. The waters are the best the heart of Sierra Santa Lucia can distil, and the surroundings restful to a degree hardly to be believed.

SALINAS RIVER.

This stream has been closely followed by the train, since its first sight at Santa Margarita. We cross it at Spence. By the Fathers, it was originally called "Rio de Santa Delfina."

Coburn—N. O., 2339 miles.

KINGS CITY—*N. O., 2325 miles.*

Westward from Kings City, and not far distant, are the sightly ruins

Hotel Del Monte
Laguna del Rey
The Ostrich, Monterey
Midway Point, Monterey

of Mission San Antonio de Padua, founded July 14, 1771, by Serra, assisted by Fathers Pieras and Sitjar. It was located on the Arroyo Seco, an affluent of the Salinas.

The bells were hung to the branches of a sturdy oak and loudly tolled; the while, Father Serra, overflowing with a missionary zeal that glowed within him, shouted like a madman: "Come, gentiles, come to the holy church; come and receive the faith of Jesus Christ." This, until Father Pieras reminded the enthusiast: "No gentile is within hearing; stop that noise and go to work." Here is spiritual kinship to David dancing before the Lord at the ark.

San Lucas—N. O., 2315 miles.
San Ardo—N. O., 2306 miles.
Bradley—N. O., 2293 miles.

SAN MIGUEL—*N. O., 2281 miles.*

On the twenty-fifth of July, 1797, at this place, President Lasuen, the successor of Serra, founded the Mission of San Miguel. The walls now seen by you from the car windows are the work of saints and pagans, more than one hundred years ago. Father Lasuen, in the record of foundation day, says: "A great multitude of gentiles (Indians) of both sexes and all ages, whose pleasure and rejoicing exceeded our desires," were interested spectators of the sacred act. Fifteen children were baptized on the day of foundation. Three years later the total number was 385.

As noted under subheading "Santa Ysabel Hot Springs," the prudent Fathers insured a valuable domestic water supply, by a ten-mile conduit from the springs of Santa Ysabel.

Longevity due to air and water.

The death rate at Mission San Miguel was less than at any other mission, San Luis Rey excepted.

PASO ROBLES—*N. O., 2272 miles.*

At Paso Robles and vicinity are located some of the most valued thermal springs of California. One hundred and fifty years ago the invalid white was guided by the red man to these springs as to a fountain of life. During the last half century they have been successfully tested in the relief and cure of thousands. Entertainment for visitors is abundant. Hotel El Paso de Robles, leading in modern sumptuousness, stands behind a floral park, near to and facing the railway depot. The sanitary side of Paso Robles is an incident or adjunct only. The city is full of commercial life, and there is a wide reach of tributary country in richness and production possibilities not excelled elsewhere in the State. Homes await those who seek and can make them. Thousands can be located with certainty of success.

SANTA YSABEL HOT SPRINGS—*N. O., 2272 miles.*

Across the Salinas from Paso Robles Station is the scenic and sanitarium resort, known of the fortunate as Santa Ysabel Hot Springs. For near-by and far-reaching landscape beauty, the scene from the upper bluffs, back of the meadow land, has no peer in California; and a bath in champagne could hardly be more sparkling than one in the warm

sulphurous and healing waters of its magic springs; as invigorating to the tired body as Divine favor was to the Psalmist, who could "run through a troop, and leap over a wall." Let it be noted that the ancient line of aqueduct, conveying these waters to the Mission of San Miguel, ten miles away, may yet be traced. The faithful Fathers dispensed spiritual panaceas for the soul, but the waters of Santa Ysabel were for physical healing of the nation. Here, during restful drives and walks, may be heard the whirring wings of the quail, the cheering notes of songsters, and equine and bovine beauty, the guerdon of a pilgrimage.

TEMPLETON—*N. O., 2267 miles.*

A romantic landscape, with ancient church ruins.

SANTA MARGARITA—*N. O., 2253 miles.*

En route southward from Santa Margarita, across a spur or pass of the Santa Lucia Range, a run of sixteen miles, the earlier part of it through a most restful natural park of oaks, leads to San Luis Obispo.

SAN LUIS OBISPO—*N. O., 2236 miles.*

This beautiful city may well be named Obispo, securely resting at base of its mitred mountain peak. The urban site proper covers a large area, with noteworthy public buildings, for uses of justice, of worship and of commerce. Hotel Ramona, in touch with Southern Pacific Company's railway line, is a noble bid by the owner for visitors from afar. Other hotels are by no means wanting. In agricultural, home-making way, similarly to Paso Robles and much of the country bordering Salinas River,

Paso Robles Hotel
Santa Ysabel
Prune Orchard
San Miguel Mission

San Luis Obispo invites immigration. Earth, air and sky accent the call; lands of the richest, to be had on terms most favorable to the home-maker.

MISSION SAN LUIS OBISPO DE TOLOSA.

In the very heart of the city are the walls and the altar of Mission San Luis Obispo de Tolosa, consecrated by Serra on the first day of September, 1772. A visit to it should be a benediction to all. The mountains belong to the Santa Lucia Range. Some fine scenery and notable engineering was enjoyed on the elevated portion of the line coming from the north.

SANTA MARIA RIVER

Edna—N. O., 2230 miles.
Oceano—N. O., 2222 miles.

heads in San Rafael Range of mountains, and empties into the ocean near Guadalupe. It is the largest river in the region drained by it.

GUADALUPE—*N. O., 2212 miles.*

Guadalupe is a bright, attractive town, pleasing to every cultivated sense.

Casmalia—N. O., 2201 miles.
Antonio—N. O., 2198 miles.
Narlon—N. O., 2195 miles.

JESUS MARIA RIVER

reaches the ocean near Casmalia.

SANTA YNEZ RIVER

heads in Santa Ynez Mountains, and finds the ocean near Tangair.

TANGAIR—*N. O., 2191 miles.*

SURF—*N. O., 2185 miles.*

The coast country traversed by the train from San Luis Obispo to Surf is of very productive quality, abounding in rich grass lands for grazing and for varied agriculture, with emphasis on sugar beets.

Branch Line—Surf to Lompoc.

LOMPOC—*S. F., 313 miles.*

This beautiful city is reached by a branch railway line from Surf; the distance, ten miles. The climate is a golden mean between seaside and valley; it is one of the richest and most salubrious places in California; the tributary country of surpassing fertility, and municipal organization, more than most urban places, stands for purity and sobriety. Hotel accommodations are abundant, and suited to varying tastes. Within the city limits are ruins of the first La Purisima Concepcion Mission (destroyed by earthquake in 1812); and about five miles distant are the remains of the second mission.

MISSION PURISIMA CONCEPCION.

The location of Mission Purisima Concepcion, also near Santa Ynez River, is about five miles northerly from Lompoc, and was founded December 8, 1787, by President Lasuen. Originally at Lompoc, it was destroyed by the earthquakes of 1812, and rebuilt at present location across the river. It has been so far seen, and will continue to be, that starting with the missionary fathers at San Diego, these railway lines follow their mission-planting footsteps for more than six hundred miles, revealing to the traveler each romantic spot, until the twenty-first, and last one, is found in Mission San Francisco Solano at Sonoma. The original mission, earthquake ruined, is in suburbs of Lompoc.

Surf to Santa Barbara.

Arguello—N. O., 2176 miles.
Concepcion—N. O., 2163 miles.
Gaviota—N. O., 2149 miles.
Naples—N. O., 2133 miles.
Elwood—N. O., 2129 miles.
Goleta—N. O., 2125 miles.
Santa Barbara—N. O., 2119 miles.

The ocean-line distance from Surf to Santa Barbara is sixty-six miles. For most part the track occupies a substantial buttress of Santa Ynez Mountain Range, with sufficient elevation to give commanding views of Santa Barbara Channel and of the chain of romantic islands that marks its outer limits. Of these San Miguel, the most northern, holds the ashes of Juan Rodriguez Cabrillo, who was buried here on the third day of January, 1543. Then follow in due sequence southeasterly, Santa Rosa, Santa Cruz and Anacapa. This coast railway line of Southern Pacific Company rests on classic and romantic ground; was first

San Luis Obispo
Surf
Gaviota Pass
Santa Ynez Range

traced by the sandaled feet of Juan Crespi, the path-finder of Junipero Serra, and became a notable section of El Camino Real (the royal way), connecting the first mission at San Diego with the last one in Sonoma at the north. Over this line, at intervals, the train will cross ponderous viaducts of steel, spanning barrancas, deeply chiseled by mountain streams, the work of untold centuries. Downward looking through topmost tree boughs you shall see fields and farmsteads, orchards and gardens, homes of happiness and hamlets of content. Such, on one side the train; on the other, an ocean waterway, blue as the heavens it supports, accented, it may be, here and there by cetaceans, by leaping tunas, or by the winged frequenters of saline waters; and argosies, messengers of commerce, canvas and steam propelled, and, upon occasion, a grim battle-ship flying the flag of our country, and under official inspection, speeding on its crucial trial trip. Gaviota (seagull) will be marked by you as the point where sandaled feet perforce had to leave the beach and seek a passage the rocks have not denied you, at Points Concepcion and Arguello. Naples will be passed by you, the blue waters of its roadstead revealing the genesis of its baptismal name; and, not far distant, a noble, cut-stone church will tell of invisible worshipers, dwelling in barranca concealment, for, than this church, no other structure is in sight.

The marvelous fertility of the lands called Elwood, La Patera and Goleta must come under personal inspection to be taken out of the field of romance.

MISSION SANTA YNEZ.

Across the Santa Ynez Range from Goleta, seven miles from Santa Barbara, and near river of same name, September 17, 1804, was founded Santa Ynez Mission, President Tapis officiating. The river in the old records, as also in those of Mission Purisima Concepcion, heretofore noticed, was called Santa Rosa, but subsequently renamed Santa Ynez. The interesting remains of the Mission Santa Ynez are near town of same name.

SANTA BARBARA—*N. O., 2118 miles.*

Santa Barbara is a large city, and one of the most attractive in California. There is a wide expanse of blue channel water on the ocean side, reaching to the chain of islands that serve as breakwaters to waves born of Chinese monsoons; and, in the background, spurs and peaks and bosky glens of romantic Santa Ynez Range, and the far-reaching Sierra de San Rafael. The city has an unusually delightful country tributary to it; valuable not less for its ability to nourish than for its scenic beauty.

The floral carnivals of Santa Barbara may stand prophetic of its harvest homes; they may be feebly imitated by the ambitious, but not equaled elsewhere in the wide world.

If possible to you *en route*, stop over and take carriage drives through its tributary agricultural lands—they will be a revelation of what can be garnered when soil and sunshine and water combine to make a record. The traveler should know of the broad welcome and proverbial comforts

of Arlington Hotel; and, that choice may not be wanting, the Mascarel, the Raffnour and New Morris.

MISSION SANTA BARBARA, VIRGIN Y MARTYR.

This is one of the best preserved of California's missions; was founded December 4, 1786, is within the city limits, and may be easily reached by street car lines, or by delightful pedestrianism. Prayer at its altars, since first established, has never ceased.

SUMMERLAND—*N. O., 2111 miles.*

Summerland (until in an evil hour for its claims to esthetic beauty, but happy one for its bank accounts, underlying oil was discovered) is now successfully invading the adjacent ocean bed, oil hunting.

CARPINTERIA—*N. O., 2106 miles.*

Carpinteria (in Spanish tongue carpenter) obtained its name from Friar Juan Crespi and his companion pioneers, in August, 1769, who found the Indians engaged in such carpentry as may be needful to change the bole of a tree into a canoe.

SAN BUENAVENTURA — *N. O., 2089 miles.*

This is a charming city, its foot laved by the Pacific and its shoulders well against the uprising mountain range that seems to grudge it needed space. The location received successive and admiring visits from the advance line of Spanish adventurers, and finally, on the thirty-first of March, 1782, Father Serra founded the Mission of San Buenaventura, as he records, "Near the beach and adjoining a

General View, Santa Barbara
Santa Barbara Home
Santa Barbara Beach
Hollister Avenue, Santa Barbara

native town of conical huts of tule and straw." From this record it will be an easy matter to locate it, even now after the lapse of more than a century. The city is a place of popular resort, with ample accommodation for all, Hotels Rose and Anacapa in the lead. The island visible from here is Anacapa, the smallest of the Santa Barbara Channel group, to be followed northerly in due sequence by Santa Cruz, Santa Rosa and San Miguel.

San Buenaventura produces immense crops of choice apricots, and is by no means wanting in other fruits, with almonds, English walnuts and broad acres of Lima beans. Bordering the city at the north is Buenaventura River, by some map-makers called Matilija. This stream heads in, and in some degree drains, the celebrated Ojai Valley, of which Nordhoff is the best-known town; and along its inviting banks from San Buenaventura has been constructed a fifteen-mile branch railway, with terminus at Nordhoff. The buttressing mountains at rear of San Buenaventura, and in which a basin has been molded to create Ojai Valley, are of the Sierra de San Rafael Range.

Nordhoff—From San Buenaventura 15 miles.

MONTALVO—*N. O., 2084 miles.*

Montalvo marks the western terminus of that portion of the Coast Line commencing at Burbank, on which tunnel work is being prosecuted. At present the western section is operated for a distance of thirty-four miles to a station called Santa Susanna. Five miles from Montalvo on this line is located the Oxnard Beet Sugar Factory, a giant enterprise. It may be of interest to the curious to know, as discovered by Edward Everett Hale, that a romance in 1510, by Ordonez de Montalvo, gave expression to the name California.

Saticoy—N. O., 2080 miles.

SANTA PAULA—*N. O., 2072 miles.*

Santa Paula is a well-built, enterprising and thrifty town, with large interests in oranges, apricots and other fruits, and in walnuts, Lima beans and petroleum.

Fillmore—N. O., 2062 miles.

PIRU—*N. O., 2055 miles.*

Piru, in full harmony with other points in the valley called Santa Clara, and watered by a river of same name, gives generous returns each season in fruit and nuts.

CAMULOS—*N. O., 2053 miles.*

This cluster of houses, embowered by oranges and olives, and with their backs turned toward the intruding railway, in romance of Helen Hunt Jackson, under name "Moreno Ranch," was the home of Ramona. The author's descriptions and locations of points of interest are marvels of exactness. The artichoke patch; the running water at lavatory; the chapel, dormitories, kitchen, corrals and "willows-by-the-brook," that

marked the initial point of Ramona's midnight flight to near-by sheltering mountain cañons at the east—all are there.

The general mountain range northward, and separating it from the Mojave, is San Rafael; at the south Sierra San Fernando.

SAUGUS—*Alt., 1159; N. O., 2038 miles.*

At Saugus is junction point of the line south, coming from San Francisco, through San Joaquin Valley and picturesque Tehachapi Mountain; and again in due course, will be reached by us when that line is traced.

For happiness of any who may desire refreshment, it has also an unpretending but most excellent eating-house.

SANTA CLARA VALLEY AND RIVER.

Shortly after leaving Saugus the train crosses a river which you have followed from Montalvo, near the ocean; both valley and river are named Santa Clara.

NEWHALL—*Alt., 1265; N. O., 2035 miles.*

Contiguous to Newhall, on elevated ground at the east, are petroleum wells that have been large producers for many years.

TUNNEL—*Alt., 1401; N. O., 2031 miles.*

This tunnel, piercing the narrowest section of San Fernando Range, requires five minutes of passenger-train time to cover its distance of nearly one mile and a half; at its southern exit, introduces you to the largest olive grove in California, and in the world.

Santa Barbara Mission
Santa Barbara Mission
Corridor, Santa Barbara Mission
Garden, Santa Barbara Mission

FERNANDO—*Alt., 1066; N. O., 2026 miles.*

Fernando marks the site of Mission San Fernando, Rey de España, founded by Father Francisco Dumetz, September 8, 1797. The mountain range at the south is Sierra de Santa Monica, with Santa Susanna in the west, northerly the San Fernando Range, and the famous San Gabriel at the east.

BURBANK—*Alt., 461; N. O., 2016 miles.*

Under construction from Burbank is a notable cut-off of distance in the line to San Francisco along the ocean side; it reaches the one we have traversed at a station called Montalvo.

Sepulveda—N. O., 2014 miles.
West Glendale—N. O., 2013 miles.
Tropico—N. O., 2011 miles.
River Station—Suburban.

ARCADE DEPOT—*Los Angeles; Alt., 293; N. O., 2006 miles.*

This incoming to southern Queen City has been along the bank of Los Angeles River, less songful now than when it was named Porciuncula, in 1769. It rises in the San Fernando and the San Gabriel Ranges of mountains, and, when it flowed bank-full, emptied into San Pedro Bay.

Deferring the consideration of Los Angeles and its tributaries, we turn now to the wharf at foot of Market Street, San Francisco, with purpose to reveal other lines of Southern Pacific Company that connect the metropolis and Central California with Los Angeles.

SAN FRANCISCO—*Pop., including suburbs, 450,000; Alt., 12; N. O., 2489 miles.*

Mt. Tamalpais. Angel Island.

If such is the choice, the eastward start can be from a ferry landing at foot of Market Street, now by the munificence of the State made fitting gateway to metropolis of the Pacific.

A run of fifteen minutes on a safe and commodious boat across an arm of the Bay of San Francisco brings you to the waiting train at outer terminus of Southern Pacific Company's Oakland Mole.

Under the old dispensation Lot's wife looked back and was turned into a pillar of salt; under the new, no such dangers here await any inquiring mind. Look back and see the lines and terraces of the metropolis you have left—its marble and granite walls, uplifted domes and gilded pinnacles, and with thought it may be of severed social ties, give it your benediction; then, looking across Bay water, northerly of Golden Gate, Mt. Tamalpais, its hotel-crowned summit upon occasion reached by you within a ride of two hours of boat and rail from San Francisco. Fort Alcatraz, tide-washed island rock, is in the middle distance as you view Mt. Tamalpais, and Angel Island, northerly from it, occupying a central place in the Bay.

The trip skirts the southern shore of a small island belonging to the Government, and in reserve for possible harbor defense against the naval attacks of foreign foes. This island originally produced a plant held in

esteem by Spanish housewives, and gave the name "Yerba Buena" (good herb) to its chosen home. For some reason, however, the liquid, musical Spanish has disappeared, and erstwhile "Yerba Buena" is now "Goat!"

This change may be whimsically explained as due to the law of "survival of the fittest"—given a contest between Yerba and Capra, Yerba disappeared and Goat remains.

The Government maintains a Pharos on the island, but it throws no light on this question of name.

SAN FRANCISCO BAY SIDE.

The French have a saying in effect, "It is the first step that costs," but on this trip the first step pays. A run of thirty miles along the shore of island-gemmed San Francisco Bay, its placid waters, vexed not otherwise than by keel of welcome commerce; the near-by hills, restful to vision in richest sward; the more-distant, opaline under commingled atmosphere and flowers; the waters, tawny from stain of gold-bearing mountain sands, and an over-arching sky of azure, so pure, so soft, it may well hang, a diaphanous screen between the things that are and are to be. During this brief hour, silence is fitting, while happy journeys are being made into fairyland, and nectar partaken in its royal company.

OAKLAND—*Pop., 125,000; Alt., 9; S. F., 7 miles.*

A rapidly growing, progressive city, promising much of excellence; the favorite residence of large numbers engaged in San Francisco business.

Golden Gate Park
Cliff House
U. S. S. Oregon
Moonlight, Golden Gate

BERKELEY—*Alt., 12; S. F., 9 miles.*

Stege—S. F., 14 miles.
San Pablo—S. F., 18 miles.
Pinole—S. F., 24 miles.
Rodeo—S. F., 26 miles.
Selby—S. F., 28 miles, location of extensive metal reduction and refining works.

If there is ever a greater Oakland, Berkeley must be parcel of it. Indeed, even now, who can tell where one of them ends and the other begins? The city faces Golden Gate, distant eighteen miles over island-accented waters.

Vision, unaided, easily follows the ocean current into and through Golden Gate, and can mark the coming argosy before it has reached the waters of the harbor.

University of California—In this city, on an elevated bench, the buttress of a range of hills, is located the University of California, richly endowed and generously fostered by the State. On the material side there is likely to be no want; the faculty is numerous and able—some members of it with world-wide reputations; and the student roll, matter of pardonable State pride.

VALLEJO JUNCTION—*Alt., 12; S. F., 29 miles.*

This station is at the mouth of Carquinez Strait, connecting San Pablo and Suisun Bays (local names for waters of San Francisco Bay). It is about ten miles long, one mile wide, of great depth, and much frequented by sea-going vessels for benefit of its sweet waters in removing barnacles from their hulls.

Carquinez, by some authorities, is said to be an Indian word for serpent. The sinuous strait may have suggested the name, but when it was first visited by whites, the Indians on its eastward bank called themselves Carquin or Carquinez, and may indeed have had a serpent for a totem.

Across the mouth is Mare Island, naval yard of United States—a place likely to have growing importance with our expanding Pacific, and expanding non-pacific in defense of it.

CROCKETT—*S. F., 30 miles.*

PORT COSTA—*Alt., 12; S. F., 32 miles.*

Martinez—S. F., 36 miles.
Antioch—S. F., 55 miles.
Byron—S. F., 68 miles.
Brentwood—S. F., 63 miles.

Parting of the ways. Trains for continental transit via Ogden, and as well those for all the world, via Portland, Or., are run upon steamer Solano, and quickly reach the City of Benicia on the opposite bank.

Martinez, Antioch and Brentwood are flourishing towns in Contra Costa County, first two of them on tidewater, and the former, seat of county government. Byron is famed as a health resort, with thermal springs, well approved for treatment of rheumatism and diseases of the skin. The country tributary to these towns is of surpassing fertility.

MT. DIABLO—*Alt., 3896; S. F., 40 miles.*

Bethany—S. F., 77 miles.

On the right as you pass eastwardly is Mt. Diablo, altitude 3896, with double peaks. Its summit easily reached and repays the effort. Is centrally located in the county.

Tracy claims no importance not given to it by train divergence. The railway tracks mark a cross of St. Andrew. From San Francisco the approach is by two lines, one of them that herein followed, and the other, also from San Francisco, but via Niles and Livermore. From standpoint of arrival the outgoings are, respectively, to the right, via west side San Joaquin to junction with the main line at Fresno; to the left, for Lathrop.

Under above subheading, reference is had to a line, San Francisco to Tracy, "via Niles and Livermore." This line leaves the mole in Oakland at the same point from which your start was made, but diverges to the right where the mole touches the mainland, traverses the waterfront of that city for three miles, passing the beautiful suburban residence towns of East Oakland, Sather and Melrose, and the avenue that opens a vista to Mills Female Seminary, a mile distant, on the base of a range of highlands.

SAN LEANDRO—*S. F., 16 miles.*

Lorenzo—S. F., 18 miles.

San Leandro and Lorenzo are wealth-producing towns largely devoted to manufactures and fruit raising, and are much in popular favor for country places by business men of the metropolis.

HAYWARDS—*S. F., 21 miles.*

Decoto—S. F., 27 miles.

Haywards is a large town, beautifully situated on elevated ground, devoted to fruit and the entertainment of thousands who are attracted by its virtues.

Decoto is umbrageous and homelike, with merit sufficient to secure

Market Street, San Francisco

Hopkins Art Institute

Union Square

City Hall, San Francisco

the Masonic Home for benefit of fraters and their families—an imposing structure on sightly elevation.

NILES—*S. F., 30 miles.*

Sunol—S. F., 37 miles.
Pleasanton—S. F., 42 miles.

Marks a point of railway junction; one line, to the right, for San Jose; the other, to the left, for Tracy, via Livermore. This we follow.

LIVERMORE—*S. F., 48 miles.*

The start from Niles is a plunge into a romantic cañon, its lowest level the bed of a living stream. The banks on each side as you pass upward have an elevated skyline, and, where not occupied by picturesque cottages and their fruit trees and vines, are covered by a generous growth of flowering shrubs and trees, including madrona, manzanita and laurel.

At Sunol, olive parks fill much of the foothill space at the left.

Pleasanton finds a broader valley for its growth, and many vineyards and wineries will be noted in the vicinity.

Livermore is a large town, centrally located in the valley from which it derives its name. Its commerce and manufactures are of notable importance. To the left are seen the peaks of Mt. Diablo, and the surrounding ridges are spurs of the Coast Range. Winemaking is a leading industry.

ALTAMONT—*S. F., 56 miles.*

Midway—S. F., 64 miles.
Tracy—S. F., 72 miles.
Banta—S. F., 86 miles.

Altamont and Midway are important to those who operate the railway, but not largely so to the passing traveler. A tunnel pierces the mountain spur, and passing Midway you are soon in the valley of San Joaquin at Tracy, on opposite side the station from that of your arrival via Port Costa.

SAN JOAQUIN RIVER—*S. F., 91 miles.*

This, to be again crossed by you 197 miles from San Francisco, drains the western watershed of a section of the Sierra Nevada, equal to a length of 270 miles. It also includes the entire breadth of San Joaquin Valley and the eastern slope of the Coast Range, thus covering no less than twenty thousand square miles. When you see how little water it carries, it will be an act of justice to give credit for having paid irrigation tribute to more than ten thousand acres of thirsty farm lands.

LATHROP—*Alt., 26; S. F., 94 miles.*

Ripon—S. F., 105 miles.

Although not a large town, Lathrop has always occupied an important place in passenger itineraries. For one thing, it has an eating-house; and then, of signal moment, is a junction place reached by three lines—one of them from the southwest, over which your approach was made; the second from the south, with memories of Los Angeles, and will be traversed by you in outgoing; the third, on the left hand at your arrival, points the way to Stockton, a large and important city, nine miles distant, and to Sacramento, the capital of

the State, fifty-seven miles from Lathrop. Sacramento is on the main lines, San Francisco to Ogden, and San Francisco to Portland, Or.

This line to Sacramento from the Tracy and Lathrop junctions is gateway to much of the Central and Southern California traffic, over Southern Pacific Company's Shasta Route through Portland, Or., and over the same company's Central Pacific line through Ogden.

STANISLAUS RIVER—*Alt., 72; S. F., 106 miles.*

This is a tributary of the San Joaquin, and takes its rise in Sierra snows. The name is not Polish. When the fathers first visited San Joaquin Valley (then called Tulares) they were met by an important Indian chief named Estanislaus; this, decapitated, became the name of the mountain stream. It has been a great producer of gold.

MODESTO—*Alt., 91; S. F., 114 miles.*

Tuolumne River.
Ceres—S. F., 119 miles.
Turlock—S. F., 127 miles.

Modesto, a center of trade and seat of justice for County of Stanislaus, is on the northern bank of Tuolumne River, doubly bridged at this point, and sometimes navigable for small craft. The river is an affluent of San Joaquin and rises in the upper fastnesses of the Sierra. The bed gave fabulous returns of gold to miners of early days, and large sums are now obtained along the course of it, chiefly from quartz mining. Named from Tahualumne Indian tribe. While non-irrigated, the tributary country has rewarded the husbandman, but is now entering upon more certain and larger results from systematic water distribution.

Oil Train, San Joaquin Valley
Fruit Packing, San Joaquin Valley
Orange Grove, San Joaquin Valley
Oil Derrick, San Joaquin Valley

MERCED RIVER—*Alt., 136; S. F., 135 miles.*

Livingston—S. F., 137 miles.
Atwater—S. F., 147 miles.

Here the famed Merced is crossed. It carries the merest thread of water, and yet that is all utility has left of the abundant floods that pour down the granite walls of Yosemite—a tide so needful to the parched lands of San Joaquin could not be permitted to waste itself in the saline Bay of San Francisco.

At cost exceeding three millions, canals were cut in the walls of Merced Cañon, diverting dams were built, and a storage reservoir created, fitted to hold in reserve the water supply of a season. Then, mains of substantial iron, and canals were provided, with laterals to reach every thirsty acre of an empire, not to mention a supply system for the city of Merced that lies in the heart of the scheme, and presently shall be inspected by you.

MERCED—*Pop., 2000; Alt., 171; S. F., 152 miles.*

Athlone—S. F., 162 miles.
Minturn—S. F., 168 miles.

This city and the country tributary to it enjoy Merced River by conquest. In the park facing the station grounds has been erected a granite and marble fountain, which sends sparkling showers aloft for joy of all beholders.

These laughing waters, in voice that now sings small, erstwhile thundered at base of Yosemite cliffs; no memory here of their mountain birthplace, its bird song, its whispering pines and floral incense. They speak not of Merced's majestic plunge at Nevada and Vernal Falls; have no tradition of stupendous, awe-inspiring Yosemite's half-mile leap from sky to earth; no pride of descent from nuptial beauty of iridescent Bridal Veil. All these, to this fountain water, are less than a tale that is told, but the traveler may turn his face eastward and see the silver-crested Sierra, forming the hundred-mile-distant sky line, and behold the mighty laboratory from which is drawn these musical rain drops and the wealth of a State.

BERENDA—*Alt., 256; S. F., 178 miles.*

Yosemite.

From Berenda a branch line runs to Raymond, twenty-one miles distant, and thence by stage to Yosemite, with Mariposa Grove of Big Trees (sequoia gigantea) en route.

MADERA—*Alt., 278; S.F., 185 miles.*

Borden—S. F., 188 miles.

County seat. An important wood-working manufactory. The lumber used is cut in the Sierra Nevada, one hundred miles away, sent to the factory by water in a V flume, the sawed lumber withdrawn on arrival and the water not permitted to waste.

SAN JOAQUIN RIVER (2d Crossing)—*Alt., 298; S. F., 197 miles.*

Herndon—S. F., 197 miles.
Muscatel—S. F., 201 miles.

The bridge is elevated and gives picturesque views along the stream. Gold in small quantities has been taken from its sands a short distance above.

FRESNO—*Pop., 15,000; Alt., 293; S. F., 207 miles.*

At first sight, and as well on mature acquaintance, Fresno will be pronounced a fine city. Is seat of government of a rich county; has opulent, enterprising merchants and bankers and extensive manufactures. Notable among the latter, several immense establishments for seeding raisins; also a large fruit-canning factory and extensive winery. It has machine shops and wood-working factory, flour mills and mammoth electrical plant, drawing from water power in the Sierra. The output of fruit and wines is phenomenal; receipts for raisins alone reach into the millions.

Fresno has a branch line of 24 miles to Pollasky, near the Sierra Nevada foothills, via Clovis, and a loop line, 104 miles, to Famoso, a station on the main line, 87 miles south of Fresno. This loop line reaches a rich lumber, agricultural and fruit country along the base of the Sierra, and includes the important towns of Sanger Junction, Reedley, Dinuba, Exeter, Lindsay and Porterville, the last three also reached by line from Visalia. It is also the junction point of the West Side Line, of which mention was made at Tracy, and its itinerary will now be given.

WEST SIDE ITINERARY

WESTLEY—*S. F., 101 miles.*

Crows Landing—S. F., 113 miles. Shortly after leaving Tracy the train will pause, and then proceed, crossing a railway track at an obtuse angle.

Fresno Avenue
A Valley Vineyard
Raisin Growing
Raisin Packing House

This is a line running from Stockton to Corral Hollow Coal Mines, located in the Livermore or Mt. Diablo Coast Range.

Westley and Crows Landing occupy important places in a wheat-raising district traversed by the railway line, and eastwardly bordered by San Joaquin River, on which the early-day town of Crows Landing made its juvenile bow to the public.

NEWMAN—*S. F., 120 miles.*

Newman is the most considerable town of the West Side. Has the benefit of wealth and business enterprise. Large orchards and vineyards tributary to it, and cereals extensively cultivated. Extending southward for more than one hundred miles the land is irrigated, much of it growing alfalfa for benefit of stock-raising. As you traverse this "land of clover" it will be a delight to see the cropping herds on its perennial green.

LINORA—*S. F., 127 miles.*

Los Banos—S. F., 141 miles.

Linora and Los Banos testify of clover and cattle, but the cultivation of wheat and other cereals and of vegetables and fruit are by no means neglected. These irrigated lands attract water-fowl and offer heavy bags to visiting sportsmen. During the winter months the landscape is white with countless thousands of wild geese.

DOS PALOS—*S. F., 154 miles.*

Firebaugh—S. F., 167 miles.
Mendota—S. F., 175 miles.

Contiguous to Dos Palos easterly, on bank of San Joaquin River, is a populous and thrifty settlement, containing several hundred inhabitants. The sportsman will not fail to notice abundant water-fowl along this West Side Line. In the season, mallards, widgeon and teal are flushed by passing trains.

Firebaugh is an important wool-shipping point, and concentration of live-stock interests.

Mendota, terminus of trainmen's run, and on their side the subject of first and last importance.

COLLIS—*S. F., 194 miles.*

Here the railway bifurcates; one branch, to the right, covers a rich country, and the towns of McMullin, Caruthers, Lillis, Armona and Hanford, and connection with the main line at Goshen Junction, a distance of fifty-two miles south of Collis.

The branch to the left makes a run of fifteen miles to Fresno.

ALFALFA.

The observant traveler sees almost everywhere in San Joaquin Valley certain broad acres of pasture or grass land, covered by a luxuriant growth of herbage, much resembling clover. This is Chilean clover, alfalfa or lucerne, an invaluable adjunct to general farming. Under irrigation it may be cut from three to five times a year for hay, and pastured during the winter months.

MALAGA — *Alt., 299; S. F., 211 miles.*

Fowler—S. F., 216 miles.
Selma—S. F., 222 miles.
Kingsburg—S. F., 227 miles.
Traver—S. F., 232 miles.

Within twenty-five miles of Fresno, easterly, on Southern Pacific Company's main line, is a country rich in the products of husbandry, with centers of commerce at convenient distances. These are Malaga (the aroma of its raisins detected in the name), Fowler, Selma and Traver, each blessed of Ceres and of Pomona.

KINGS RIVER—*Alt., 300; S. F., 229 miles.*

This beautiful stream was visited by Father Martin (missionary) in 1805, in pious and patriotic zeal named Rio de las Santos Reyes. That is full of rhythm, but a short cut into the vernacular—"Kings River"—is better suited to modern business flight.

GOSHEN JUNCTION — *Alt., 286; S. F., 241 miles.*

This claims to be a junction merely, but its associations are of the best, including the county seats of both Kings and Tulare.

HANFORD—*S. F., 254 miles.*

Armona—S. F., 257 miles.
Lemoore—S. F., 262 miles.
Huron—S. F., 281 miles.
Coalinga—S. F., 296 miles.
Alcalde—S. F., 301 miles.

Thirteen miles westerly from Goshen Junction, on a branch line, is the city of Hanford, county seat of Kings County. It is noted for mercantile energy and thrift, fruit and stock-raising; general farming and manufactures are also tributary to it. The city is substantially built, and the traveler

Wheat Harvesting
Irrigating Canal
Some Pumpkins
Visalia Stock Ranch

can find rest at its hotels, chief of them the Artesia and the Aborn. On the same branch line, three miles westerly, is the thriving fruit center called Armona, and five miles beyond, the more important town of Lemoore. A farther run of nineteen miles reaches Huron; fifteen miles to Coalinga, and five to the terminus at Alcalde.

Near Coalinga is an important petroleum field, developing large output.

VISALIA—*S. F., 249 miles.*

Farmersville—S. F., 255 miles.
Exeter—S. F., 259 miles.
Lindsay—S. F., 269 miles.
Porterville—S. F., 276 miles.

On branch line, eight miles from Goshen Junction. It is seat of government for Tulare County, planted in a specially rich agricultural and fruit district, embowered in native oaks. There is much civic pride, resulting in clean, well-paved streets, and sidewalks of artificial stone and asphalt. The public buildings are highly creditable, with special mention of the court-house. The banks and commercial marts are well housed, and on the hotel side, there is special pride in "Palace," but others also are not wanting.

By recent construction the railway line extends beyond Visalia eastward to Porterville, connecting at Exeter with the loop line, Fresno to Famoso.

Lindsay and Porterville are great producers of early oranges of highest quality, and the country tributary to them is of the best.

MAIN LINE

TULARE—*Alt., 282; S. F., 251 miles.*

Tipton—S. F., 262 miles.
Pixley—S. F., 268 miles.
Delano—S. F., 282 miles.
Famoso—S. F., 294 miles.
Jewetta—S. F., 307 miles.
Oil Junction—S. F., 310 miles.

Tulare enjoys an active and healthful business life, its surrounding lands tributary in cereals, fruit and stock. Tulare gives a generous response when called upon for the varied productions that go to make up the ideal of general farming. Much of the land is wooded in oaks of rare beauty — wide-spreading and stately.

KERN RIVER—*Alt., 410; S. F., 312 miles.*

This is one of the most valued irrigation rivers of San Joaquin Valley; head waters of it fed by glaciers of Mt. Whitney. It was named in honor of Edward M. Kern, the topographer of Fremont's second trip to California, in the year 1846.

BAKERSFIELD—*Alt., 415; S. F., 314 miles*

Wade—S. F., 321 miles.
Pampa—S. F., 329 miles.

It is to be regretted this beautiful city lies hidden from view of passing tourist, behind a mile-deep screen of luxuriant trees.

A county town, with notable court-house, hotels, banks, opera-house, churches and substantial business blocks. The great breadth of irrigated

land about it gives assurance of future prosperity. A branch line of railway leads to Asphalto, McKittrick and Olig, fifty miles westerly.

From Oil Junction a six-mile branch runs to Oil City, at which are phenomenal developments of petroleum. Important acquisitions of oil have also been made in the Sunset district, and as well in vicinity of McKittrick, all tributary to Bakersfield in business way.

CALIENTE—*Alt., 1290; S. F., 336 miles.*

Bealville—S. F., 342 miles.
Keene—S. F., 350 miles.
The Loop—S. F., 352 miles.
Girard—S. F., 355 miles.

This is something beyond head of San Joaquin Valley, but is frequently so accredited, because here begins the climb of Tehachapi. The stream at Caliente is Agua Caliente Creek.

TEHACHAPI.

The question of railway transit to Los Angeles over Tehachapi Mountains was under general public consideration for several years, and, as a rule, the best authorities declared it impossible. The Sierra Nevada had thrust a substantial arm or spur across the head of San Joaquin Valley, and made common cause with the Coast Range to bar the way. Engineers in employ of Southern Pacific Company spent months of painstaking surveys, and often gave negative signs to questions of possibility. The management refused to accept a negative; tunnels were suggested, cuts and fills indicated; 2735 feet elevation had to be gained, and but 24 miles into which it must be compressed. Finally those long feet were provided for, with a remainder of less

Tehachapi Loop
San Fernando Mission
Mission Corridor
San Luis Rey Mission

than 100, and the active manager, parodying Napoleon at Waterloo, said: "Oh! for another mile, or fewer feet." The engineers had it: "We will get the needed mile by sending a loop around the mountain." This beautiful piece of engineering attracts attention of all who behold it; in recognition of self-crossing is called "The Loop." It is a short distance southerly from Keene. The graceful lines will amply repay inspection.

LANDSCAPE—TEHACHAPI MOUNTAIN.

The landscape of this mountain is of infinite variety and beauty. For much of the way on the left hand going eastward, cañons of fearful depth have been chiseled out of primeval granite, by sun and frost and water, the patient work of cycles.

On the right may be spread out in the foreground a pastoral scene, with lowing kine cropping the abundant wild oats, or ruminant beneath the shade of oak and laurel.

In the farther distance, and to skyline, the increased elevation discourages the oak, and the pine becomes chief favorite.

Everywhere artistic bits, fit to adorn the walls of any who claim kinship with nature. Nearing the summit at Tehachapi, in the cañon traversed by the train, most notable oaks of large size are seen, regal specimens of a royal tree. These were old a hundred years ago.

TEHACHAPI—*Alt., 4025; S. F., 362 miles.*

Cameron—S. F., 371 miles.

The town and valley in which it is located are mountain sheltered. Your advent has been by pass from the north, and departure will be southward to Mojave. Tehachapi markets no little grain and hay, and makes fine showing in the production of stock.

MOJAVE—*Alt., 2751; S. F., 382 miles.*

Rosamond—S. F., 396 miles.
Lancaster—S. F., 407 miles.
Palmdale—S. F., 415 miles.

When the roll of deserts is being called Mojave now refuses to answer. Under the benign influence of irrigation—some of it from mountain sources and some from artesian wells—portions of this valley begin to respond in cereals, fruit and flowers. This will be noted at Rosamond, Lancaster and Palmdale. Of these, Lancaster has been most energetic, the underlying artesian water showing no sign of exhaustion. The Hotel Eating House at Mojave is one of the best. The railway divergent eastward is Santa Fe.

MT. SAN ANTONIO ("Old Baldy")—*Alt., 10,100.*

Harold—S. F., 417 miles.
Vincent—S. F., 422 miles.
Acton—S. F., 427 miles.

From here, in the distance at the left southeasterly, may be seen Mt. San Antonio, irreverently called "Old Baldy." The elevation is 10,100 feet. It is the conservator of water for Mojave Desert and for Los Angeles and lands reached by San Gabriel River and other channels, as Mt. San Bernardino is for the orange field that has been created by the Santa Ana. The range of mountains westerly walling in Mojave Valley is San Rafael.

RAVENNA—*Alt., 2262; S. F., 430 miles.*

Lang—S. F., 440 miles.

This station has a romantic situation in Soledad Cañon, with towering San Gabriel Mountain range at the east, in its fulness to become San Bernardino.

Passing down this cañon of sunshine and shade, here and there are seen orchards, gardens, apiaries, farmsteads, and at its mouth Santa Clara River and Valley, each terminating with Pacific tide water, fifty miles westward.

SAUGUS.

This is junction point with main line heretofore visited by us, and we now pass on to Los Angeles.

LOS ANGELES—*Pop., 175,000; Alt., 293; N. O., 2006 miles.*

Puebla la Reina de Los Angeles.

This was the full original title of California's southern metropolis, well befitting the *dolce far niente* Spaniard, who had all the time there was and could spend one moiety of it in naming his residence, after the other had been exhausted in recounting the endless chain links of his pedigree, with interminable conjunctive *de's* and *y's*. The lightning-express-cut-off Anglo-Saxon, with minimum faith in *Reinas*, drops all except the Angels, and so it shall stand, regnant over and blessing all who come within its influence. It was founded September 4, 1781, with 12 heads of families, numbering 46 persons; under favoring skies and the rich fostering of Mother Earth it has grown apace to the 175,000 mark, with evident intention of imperial expansion to absorption, certainly of Santa Monica,

Marengo Avenue, Pasadena
Long Wharf, Santa Monica
Bathing in December, Santa Monica
Ostriches, Pasadena

and of San Pedro, probably. To do this will need nerve—no danger of failure for want of it.

ALL TOURISTS' PATHS LEAD TO LOS ANGELES.

No city of modern times is better or more favorably known; projected on lines of beauty, with curves and angles, streets well metaled and cleanly, traversed by commodious and flying cars; attractive parks, perennially floral and umbrageous, inviting to rest and self-communing, with promise that Time shall wait your pleasure; stately municipal buildings, set aloft, where the conservators of urban happiness may have their entire charge under observation; streets bordered by high-class business blocks of material to endure; on its worshipful side, non-Athenian, in that it has no altar inscribed "to the unknown god," but on all hands, refining temples of public worship—and, to those who, of other days and other lands have recall of pleasant memories, "the sweet invitation of the church-going bell."

In education, emulous of those who contend for the oak-leaf crown of victory; and, for the stranger within its gates, imperial Hotel Van Nuys and Broadway satellite annex, and Westminster, Hollenbeck and Nadeau, with scores of other well-approved caravansaries to meet the tastes of pilgrims from all the world; and suburban trains, reaching half a hundred encircling attractions, each new one entangling the judgment for pre-eminence.

The departure from Los Angeles to the east is across a bridge, over the bed of a river—the bed only, left by irrigable lands thirsty for water. This river rises in the San Fernando and San Gabriel Mountain ranges, northerly, and when it carries water delivers it at San Pedro Bay. The original name of the stream, 130 years ago, was Porciuncula, but at an early day became, as it now is, the Los Angeles.

Southerly from Los Angeles the mountains are Santa Ana. Of the many attractions encircling Los Angeles metropolis, in brief phrase, a few shall be indicated.

SANTA MONICA—*From Los Angeles 17 miles.*

Clement Junction—L. A., 2 m.
Winthrop—L. A., 4 miles.
University—L. A., 5 miles.
Cienega—L. A., 7 miles.
Surf—L. A., 10 miles.
The Palms—L. A., 12 miles.
Home Junction—L. A., 13 miles.
Soldiers' Home—L. A., 15 miles.

Santa Monica is the most valued suburban resort of Los Angeles, not less so because of proximity than varied merits. From Arcade Station the transit is made in half an hour, with such frequency of trains as might be expected to accommodate this important traffic. The location is an elevated bluff of the ocean, and has the usual adjuncts of popular watering places.

Hotels and boarding-houses, so important to visitors, are in endless variety. The well-known Arcadia, under liberal management, is so conducted the most exacting cannot fail of satisfaction in any of its departments, whether in veranda and dining-room sunshine, or office and counter of the cashier. The seaward, gently shelving beach to bathers, and the recently constructed surf-water wharf for angling, constantly draw enthusiastic crowds.

A popular feature of Arcadia Hotel is the fish grill-room, where amid adjuncts of "the gentle craft" one may choose from an endless "harvest of the deep" and be satisfied.

PORT LOS ANGELES—*From Los Angeles 20 miles.*

This magnificent, three-mile, deep-sea wharf is a splendid contribution to commerce, and, incidentally, invites and rewards a continuous line of anglers, desirous of tempting nobler game than can be captured in the surf.

PASADENA—*From Los Angeles 12 miles.*

Shorb—L. A., 7 miles.
Garfield Avenue—L. A., 10 miles.

From Arcade Depot six or more trains daily are scheduled for Pasadena, with returning service to correspond. The urban beauty and social atmosphere of this city of refined homes must be seen and breathed to be fully appreciated.

The station-house of Southern Pacific Company, centrally located, is most creditable, but pales in the shadow of unique Hotel Green, that rises beside it, a monument to well-directed enterprise. The finest material thing in Pasadena is this hotel, and cannot fail to attract from the moving line of pilgrims who will stop only at points where they can be suitably entertained. "La Pintoresca" and other hotels of varied excellence give wide room for choice.

MT. LOWE—*Alt., 6000 feet.*

Ye Alpine Tavern.
Echo Mountain House.

From station door of Southern Pacific Company at Pasadena an electric

Hotel Green, Pasadena
Echo Mountain House
Avalon Bay
Hotel del Coronado

car can be taken to Mt. Lowe, distant less than sixty minutes. The instep of the mountain's foot being reached, the cable incline railway gives safe and exciting transit to Echo Mountain House, 3500 feet above ocean level. This is a well-conducted hotel, desirable for any number of days, or for fraction of a single one. Hence by railway upward 1500 feet to "Ye Alpine Tavern," where suitable refreshments are not wanting, and thence by patient saddle animals to mountain fastnesses that shall feast the imagination. Movements are being made to extend the rails from Ye Alpine Tavern to the summit.

SAN PEDRO—*From Los Angeles 22 miles.*

Vernondale—L. A., 3 miles.
Florence—L. A., 5 miles.
Lynwood—L. A., 9 miles.
Compton—L. A., 10 miles.
Cerritos—L. A., 14 miles.
Wilmington—L. A., 20 miles.
Santa Catalina Island.

From Arcade Depot the cars of Southern Pacific Company, in a fifty-minute run, reach San Pedro, and steamer for Avalon, on the Island of Santa Catalina, distant three hours of safe and usually pleasant steaming. This is crystallized fairyland—the placid and translucent waters teem with every form of marine algæ and piscine life. Here, if anywhere on earth, is the place to acquire the reputation of successful angler. Atmospheric and terra firma attractions are in harmony with the ocean's profusion. "Any place to stop?" No end of them—from "tent on the beach" to luxurious Hotel Metropole.

LONG BEACH—*From Los Angeles 21 miles.*

Clement Junc.—L. A., 2 miles.
Florence—L. A., 5 miles.
Compton—L. A., 10 miles.
Thenard—L. A., 18 miles.

The twenty-one miles from Arcade Depot, marginally indicated hereon, are covered by train in forty-five minutes. It is a most restful, quiet seaside, held in great esteem by guardians for their wards, for the genius of sobriety and good order presides over it, assisted by annual sessions of Chautauqua.

The city fathers have extended a promenade and fishing wharf to and beyond the outer surf line, for enjoyment of lovers of the "gentle craft," and in all reasonable ways are presenting attractions to young and old. As at other resorts named, ample provision is made for public entertainment.

SANTA ANA—*Alt., 134; Los Angeles, 32 miles.*

Florence—L. A., 5 miles. Succulent clover and lowing herds.
Vinvale—L. A., 9 miles.
Downey—L. A., 11 miles. Flowers and fruit, promise and fruition.
Studebaker—L. A., 14 miles.
Norwalk—L. A., 15 miles.
Carmenita—L. A., 18 miles.
Buena Park—L. A., 21 miles.
Almond—L. A., 22 miles.
Brookshurst—L. A., 23 miles.
ANAHEIM—Alt., 133; L. A., 25 miles. Anaheim is a large producer of wine, nuts, fruit and sugar beets.
Miraflores—L. A., 27 miles.
Orange—L. A., 30 miles. Is not a misnomer.
Newport—L. A., 44 miles.
Smeltzer—L. A., 55 miles.

Branch from Loara to Los Alamitos.

Loara—L. A., 24 miles.
Benedict—L. A., 29 miles.
Los Alamitos—L. A., 34 miles. Nature's invitation to sugar beet culture is accepted with profit.

Santa Ana is the proud seat of government for Orange County, and revels in floral and fruit prosperity. The city is well built, with many fine

blocks of enduring materials; in urban and suburban districts are private homes of refinement and elegance. The country covered by the railway to Santa Ana from Los Angeles, and, as well, the tributary fields immediately surrounding it, are under high cultivation in citrus and deciduous fruits, vines, almonds, English walnuts, sugar beets, vegetables and grain. The wine output is large, and grazing and dairy interests are actively fostered. Anaheim is specially famous for wine production, and the peat lands tributary to Newport are proving a bonanza in celery culture. Newport, on San Pedro Bay, is a valuable harbor, and displays much commercial enterprise. Smeltzer is central in the celery field.

WHITTIER—*From Los Angeles 20 miles.*

Fulton Wells—L. A., 16 miles. Well-approved watering place.
Los Nietos—L. A., 17 miles. Walnuts for the world.

Whittier is a high-class, prosperous and well-governed city. It is seat of a Juvenile Reformatory, established by the State.

Branch from Miraflores.

Marlboro—L. A., 30 miles.
Wanda—L. A., 33 miles.
McPherson—L. A., 34 miles.
El Modena—L. A., 35 miles.
Tustin—L. A., 38 miles. An artificial wilderness of walnuts and citrus and deciduous fruits.

MONROVIA AND DUARTE.

Shorb—L. A., 5 miles.
North Alhambra—L. A., 6 miles.
San Marino—L. A., 8 miles.
Sunny Slope—L. A., 10 miles.
Chapman—L. A., 11 miles.
Arcadia—L. A., 13 miles.
Monrovia—L. A., 15 miles.
Duarte—L. A., 17 miles.

Whoso seeks a sylvan paradise will find it on this seventeen-mile

Standard Track, Los Angeles
Arcade Depot, Los Angeles
Oil Wells, Los Angeles
Big Century Plant, Los Angeles

trip. The laden branches of bloom or fruit (it may be both) of orange and lemon will invade the car windows in generous greeting.

Loop from Bassett to Pomona on Main Line.

Vineland—From Los Angeles 18 miles. *Irwindale*—From Los Angeles 19 miles.

COVINA—*From Los Angeles 24 miles.*

San Dimas—From Los Angeles 29 miles.
Lordsburg—From Los Angeles 31 miles.

A visit to the productive groves of Covina will justify any reasonable cost of time and treasure. Its orange output is phenomenal in quantity and excellence.

SAN DIEGO—*From Los Angeles 126 miles.*

From Los Angeles this ancient and attractive city is reached by line of Southern California Railway. The wayside attractions, not to name its orange groves and walnut parks, include the pathetic ruins of Mission San Juan Capistrano, founded November 1, 1776. The ruins will reward the trouble of inspection. The following fifty miles overlook the ocean beach.

MISSION SAN DIEGO ALCALA.

Originally, this mission was at Old Town, near the water front; but after trial at that point for a period of years it was removed inland about five miles to a more promising location. The history of it is replete with records of heroism, self-sacrifice, and not altogether unwilling martyrdom. Nothing but ruins now remain; as such, they should be visited.

San Diego has perennial attractions, chief of these on the romantic side the remains of Mission San Diego de Alcala, founded by Father Serra, July 16, 1769, first born of a mission family of twenty-one.

The city's architectural achievements are numerous, its street railways admirable, and commercial enterprise of the first order. Dearer, however, to the transient pilgrim are its numerous and well-appointed hotels; best known of them the world over and held in high esteem, the famed Del Coronado. Enviable he who has not already enjoyed its hospitality, for a new sensation awaits him.

Resuming the main line eastward trip at Los Angeles.

Aurant—Alt., 364; N. O., 2003 miles.
Alhambra—Alt., 425; N. O., 1998 miles.
Shorb—Alt., 459; N. O., 2000 miles. From Shorb branch lines reach Pasadena, Monrovia and Duarte.

MISSION SAN GABRIEL.

A short distance westerly of the station is the revered Mission of San Gabriel. It was founded by Fathers Somera and Cambon, September 8, 1771. It was a powerful factor in the settlement of California by Spaniards, and on more than one occasion came generously to the assistance of the less fortunate. Some of its faithful clergy sleep within the walls where they prayed, and unnumbered thousands of neophytes were buried in consecrated grounds. Its bells still invite the worshipful to

prayer, and incense still rises at its altar. Your train speeds closely on the south side of it—fail not of a passing look, but better far, reward yourself with a day at it, in communion with the romantic past.

San Gabriel—Alt., 409; N. O., 1997 miles.
Savanna—Alt., 296; N. O., 1994 miles.
Monte—Alt., 286; N. O., 1993 miles.

SAN GABRIEL RIVER.

Near Bassett a long bridge is crossed, spanning the bed of San Gabriel River, that rises in Mt. San Antonio, in San Gabriel Range, and empies into San Pedro Bay. Ancient San Gabriel Mission utilized this stream. Its waters are now all withdrawn for irrigation uses.

Bassett—Alt., 289; N. O., 1990 miles. At Bassett a loop line, via Covina, extends to Pomona, hereinafter to be noted.
Puente—Alt., 323; N. O., 1987 miles.
Lemon—N. O., 1981 miles.
Spadra—Alt., 705; N. O., 1979 miles. Small stream, San Jose Creek, runs past Puente and empties into Puente Creek and San Pedro Bay.

POMONA—*Alt., 857; N. O., 1973 miles.*

This beautiful city, dedicated to Pomona, seems blest of Providence in well-deserved fame for its fruitage, and its still more precious social life. The city abounds in citrus trees, and for miles around are groves of oranges and lemons, with sturdy figs and swaying willowy olives, walnuts, almonds and deciduous fruits.

SAN GABRIEL MOUNTAIN RANGE.

North of Ontario the mountain range is San Gabriel, and the nearby peaks are buttresses of Mt. San Antonio.

ONTARIO—*Alt., 981; N. O., 1967 miles.*

Ontario is enriched by successful horticulture; the intellectual and

Arcadia Hotel, Santa Monica
North Beach, Santa Monica
Soldiers' Home
Country Home, Los Angeles County

social atmosphere is of the highest, and much pride is taken in its avenues and drives, shaded by drooping pepper and other ornamental trees. Chino and a mammoth beet sugar factory are five miles south, on a loop railway line, the terminals of which are Pomona and Ontario.

Cucamonga—Alt., 952; N. O., 1964 miles.
Declez—Alt., 1022; N. O., 1958 miles. Location of granite quarry from which the stone is being supplied for San Pedro harbor making.
Ailsa—N. O., 1957 miles.

BLOOMINGTON—*Alt., 1083; N. O., 1953 miles.*

Near Bloomington, at Ailsa, a movement is being made on large scale to promote canaigre culture, for leather-tanning uses. The plants are grown in drills, and at a distance resemble beets, or more nearly some species of dock. The virtue of the plant is concentrated in its tubers, which bear some likeness to sweet potatoes, and are impact with tannic juices.

COLTON—*Alt., 965; N. O., 1948 miles.*

Colton is the central figure in a famous circle, the segments of which are connected by lines of Southern Pacific Company. To the south, queenly Riverside, eight miles distant, north three miles to San Bernardino, east eight miles to Redlands, and against such rivalry bears itself bravely. To the north of east, towering above their buttressing satellites, may be seen the (usually snow-clad) ridge or back of Mt. San Gorgonio and the peak of Mt. San Bernardino. At Colton citrus fruit growing culminates in high success, it having been the traveler's companion from extreme northern borders of the State.

RIVERSIDE—*Alt., 925. From Colton 8 miles.*

On many accounts Riverside is a place delightful and instructive to visit. The city itself is an orange grove; marvelous avenues have been created, bordered by magnolias, peppers and palms, accented here and there by homes representing highest modern cultivation; and, stretching away from the city's center, miles of distance at all points of the compass, ranks on ranks of fruit-bearing trees, orange and lemon groves in the lead, but leading only, for hardly can any earthly fruit be called for without response at Riverside; and with these, floral and architectural beauty, and the cheerful, social atmosphere that burnishes the golden. From the main line at Colton the transit of eight miles by motor, always in waiting, is but a step, and a right royal one. Hotels for all who come—well-approved Glenwood in the front. Southern Pacific Company's depot, in heart of the city, is an opal set in gold—tourists should make inspection of it; and well worthy special mention the seven-mile Magnolia Avenue, now traversed by luxurious electric cars, at small cost; the city point of departure, at entrance of Glenwood Tavern, one block from Southern Pacific Company's depot. On this model electric line, in the city suburbs, the general government has purchased a fine tract of land and created an Indian school; the architect's plans for the buildings have been approved, and they are now under construction.

SAN BERNARDINO — *Alt., 975. From Colton 3 miles.*

San Bernardino is achieved by a three-mile motor ride from Colton, or it may be inspected by a stop-over en route to or from Redlands. It is the oldest urban place in eastern San Gabriel Valley, is seat of government for its namesake county, and in manufacturing, mercantile and banking interests stands well at the front. It is center of a valuable citrus and deciduous fruit section, and headquarters for tourists' visits to Squirrel Inn, Little Bear Valley, Bear Valley, Harlem and Rabel Hot Springs, Midway Springs and the famous Arrowhead Hot Springs, named by a Brobdignagian arrowhead, painted by hand of nature on the mountain side. The St. Charles and the Stewart Hotels are favored places of entertainment.

SANTA ANA RIVER.

In the suburbs of Colton, shortly after leaving, the train passes a long bridge, spanning the dry bed of a water course rapidly growing up to tangles of brushwood. Before the advent of irrigation this was Santa Ana River, its fountain head in contact with walls of San Bernardino and San Gorgonio Mountains; its mouth, in San Pedro Bay.

Mound City—Alt., 1055; N. O., 1945 miles.
Redlands Junction—Alt., 1142; N. O., 1943 miles. Branch line of Southern Pacific Company to Redlands.

REDLANDS — *Alt., 1350. From Redlands Junction 3 miles.*

From Colton this unique city, distant eight miles, may be visited either by train over Southern Pacific Company's main line, via Redlands Junction, or by motor of

Broadway, Los Angeles
Westlake Park, Los Angeles
Hotel Van Nuys, Los Angeles
San Gabriel Mission

same Company, via the city of San Bernardino. Whichever route you take, you will be glad of it.

In some sort, Redlands is an after-thought of Riverside. Orange-growing successes at the latter could hardly fail of pointing to the rich, chocolate-colored lands of this place and say, "*In hoc signo vinces.*"

The successes of the promoters in specially high-class navel oranges must have surprised them. If not, then they were more self-possessed than were the interested onlookers. Orange culture and refinement go hand in hand. While this is in large measure true of all branches of horti-culture, it seems specially so of this. Redlands illustrates the theory. Casa Loma Hotel is sumptuous and popular, and the Windsor and Baker are also well approved.

SMILEY HEIGHTS.

Smiley Heights is a suburban attraction of Redlands. A most restful and satisfying example of landscape gardening in its maturity.

Brookside—Alt., 1310; N. O., 1941 miles.
El Casco—Alt., 2420; N. O., 1934 miles.
Hinda—Alt., 2189; N. O., 1930 miles.

MT. SAN GORGONIO

(Popularly Gray Back) is companion to Mt. San Bernardino, with 12,600 feet altitude.

MT. SAN BERNARDINO

at the north, usually snow-crowned, with 11,800 feet altitude, is seen from the cars, beginning as far west as Los Angeles, and will be seen until Indio is reached.

BEAUMONT—*Alt., 2560; N. O., 1925 miles.*

Beaumont covers the crest of San Gorgonio Pass—a name given to a broad cleft from east to west, separating the San Bernardino Range, that occupies the skyline at the north, from the San Jacinto Range, that fills the field of southern vision. This pass, crowned by Beaumont, connects the valley of which Los Angeles is metropolis with the ancient sea-bed, on border of which Indio has been planted. Beaumont and Banning are famed for production of peaches, apricots and prunes, and are also in much request for cure of certain forms of pulmonary disease.

MT. SAN JACINTO

at the south is nearly always mantled in white, and has 10,800 feet altitude.

BANNING—*Alt., 2317; N. O., 1919 miles.*

Banning in most respects is in harmony with Beaumont, with perhaps some advantage in fruit production. On the south, right-hand side is Mt. San Jacinto, altitude 10,800, its northern buttresses closely skirted by the train as it passes on its eastward mission. Mt. San Jacinto, in romance the scene of Alessandro's murder in presence of Ramona, his wife.

CABAZON—*Alt., 1779; N. O., 1913 miles.*

Fingal—Alt., 1372; N. O., 1909 miles.

Cabazon serves a useful railway purpose, and commemorates an Indian tribe.

SAN GORGONIO PASS.

This pass is essentially morainish; commencing at and even before reaching Cabazon (eastward looking) the entire space between the mountains shows the erosive work of ice and water from Mt. San Bernardino—granite boulders and granite sands everywhere; such upon the surface, with depth unknown.

WHITE WATER—*Alt., 1126; N. O., 1905 miles.*

Five miles westwardly from Palm Springs the train will cross a small, swiftly flowing, musical stream, which has been able to name itself and the station "White Water." Nothing but "white water" here, but that is enough. It is a memory of old times, when these mountains at the north were sending vast rivers of ice to the lower plains. Some ice yet remains to be found of search, with babbling white water for unerring guide. It is a rivulet merely, but changeless in friendship—carries the same face to summer and winter friends.

HOG WALLOWS.

This subheading need not alarm the hyper-esthetical. It shall not point the way to any treatment of the genus *sus*. In many portions of our country, notably on the plains between Missouri River and Rocky Mountains, and also covering much of San Joaquin Valley in California, may be seen a lenticulating of the surface by oblong

Redlands Orange Grove
Casa Loma Hotel, Redlands
Riverside Orchard
Magnolia Ave., Riverside

mounds raised above the general level from a few inches to two or three feet. The spaces between these are popularly called "Hog Wallows," and much gray brain matter has been disturbed in explaining them. Usually they are credited to the work of burrowing animals, chiefly the ground squirrel (sciurus hermophilus) as to California, and to the prairie dog on the plains.

On the contrary, they are the work of nature, and the observant traveler can see the manufacture in progress as he approaches and leaves San Gorgonio's Pass. The elements are a steady wind in one direction, movable sand and a chance shrub for nucleus. The lenticulation is produced by the longer axis, always in line of the wind.

PALM SPRINGS—*Alt., 584; N. O., 1899 miles.*

Rimlon—Alt., 345; N. O., 1892 miles.
Dry Camp—Alt., 163; N. O., 1886 miles.
Myoma—Alt., 65; N. O., 1882 miles.

This station, planted in the drifting sands, on rainless border of a thirsty plain, has responded to the gentle ministration of White Water, the glacial stream from depths of Mt. San Bernardino, and presents verdure and bloom and music of song birds to passing pilgrim.

PALM VALLEY.

Five miles to the southward of Palm Springs, enfolded in the granite walls of San Jacinto, shut in from contact with desert conditions, is a small, romantic valley called "Palm," because of its possession by a luxuriant grove of date palms—in some long-by age, ancestrally planted by intelligent hand, but whose? and when? Certainly not by the improvident, thriftless, hand-to-mouth natives found here by the Spaniards in 1537; hardly by the ancestors of them.

So long ago as 350 years, those to whom Palm Valley must have been a stronghold had passed into oblivion. They who had planted and fed upon its dates and bathed in its healing thermal waters had, it may be for a thousand years, been sleeping with their fathers, and left message to none.

This valley is sure to have growing value as a health resort. No unkindly breath of ocean can reach it; no desert simoon can pass its portals. It has springs of water for drinking and domestic use, of undoubted purity, and thermal waters for bathing that are health giving to most, and a delight to all.

HUMIDITY.

The non-humidity of Palm Valley is a world's wonder. Let it be remembered that complete saturation of the air by water is marked 100 per cent, and absolute vaporless air by 0 per cent. That 10 per cent is of rare occurence, even in the arid places of Arabia; not to locate a high humidity invidiously, it may be better to say, the average humidity of the North Atlantic, as reported by the "Challenger," is 80 per cent. Now Palm Valley has registered as low as 9 per cent, with an average of 15 per cent only. Not much atmospheric water here for benefit of the thirsty pulmonary tubercle. Without moisture he cannot incubate. Those who

are menaced by him had best take notice. Dr. Welwood Murray, the presiding good samaritan, invites you.

Its vineyards and orchards ripen a harvest more than thirty days in advance of the general season.

INDIO—*Alt., -20; N. O., 1877 miles.*

Here is an excellent railway station, a superior hotel and an approved sanitarium, twenty feet below sea level. Evidence that the ocean, and from geologic standpoint not so very long ago, covered the site of this station, three fathoms deep, is conclusive. Its autograph remains upon the beach. Abundant water for railway and domestic use and for irrigation is obtained from artesian wells.

The healthful condition of trees and vines and flowering and forage plants testifies to its quality. Respiration at Indio is easier than at sea level or above it. Hotel accommodations are ample, with cottages for all who desire home seclusion.

MIRAGE.

One curious effect of reflected sunlight, atmosphere, salt and chlorine gas, always to be seen at points between Indio and Volcano Springs, and called Mirage, is the appearance of a beautiful body of water at the south, with islands large and small, trees and verdure, and invitation to the thirsty to come and be satisfied; but go not, for it is waterless—not a drop to be had though you die for it.

Thermal—Alt., -124; N. O., 1870 miles.
Walters—Alt., -195; N. O., 1863 miles.
Mortmere (Dead Sea)—Alt., -251; N. O., 1858 miles.

SALTON—*Alt., -263; N. O., 1851 miles.*

The feature here is salt producing. On the south side may be

Irrigation on the Desert
Palm Springs
Sunset Limited
A Desert Station

seen certain buildings for manipulating and storing the salt (chloride of sodium), and near them huge piles of it in the crude state. Then a tramway, leading southward to a lower level, where the salt is garnered. The concentrated brine rises through the earth in capillary way, the liquifying water is driven off by solar heat, and a crust of comparatively pure table salt forms in readiness for the saltman's scraper or plow. From windrows (to use the language of the hay field) it is taken by cars on tramway to the works at Salton. It is hard to realize that in early days the ocean surface was 263 feet above your head.

VOLCANO SPRINGS—*Alt., -225; N. O., 1827 miles.*

Durmid—Alt., -253; N. O., 1846 miles.
Bertram—Alt., -254; N. O., 1840 miles.
Frink—Alt., -260; N. O., 1835 miles.

It will be noted that altitude of Volcano Springs touches the minus figures at 225 feet below ocean level.

Five miles eastwardly of this station the train enters upon a remarkable depression—the dry bed of an ancient sea, and skirting the northern rim of it, with lowest depth at Salton, emerges shortly after leaving Indio. This Volcano Springs station named itself through a spring of sulphurous mud and water, of temperature to suggest volcanic fires. In other parts of this great depression scientists have found mud springs, or solfataras, of incredible heat intensity. One adventurous person, who wanted to know too much, traversed the elastic and yielding crust until the growing heat had penetrated the soles of his footwear and given him burns that well-nigh made him a cripple for life.

MAMMOTH TANK—*Alt., 257; N. O., 1805 miles.*

Mesquite—Alt., 294; N. O., 1794 miles.
Glamis—Alt., 331; N. O., 1792 miles.
Ogilby—Alt., 354; N. O., 1773 miles.
Pilot Knob Station—Alt., 285; N. O., 1767 miles.

These stations, Pilot Knob to Mammoth Tank, accent a run that is full of interest to students of primal conditions. The prevailing winds are from the south, and in absence of grass-growing sod, waves of the sandy surface are rolled up, and sent northward on mission of destruction. The movement is slow—perhaps limited to a few yards' distance yearly—but nothing can stay its progress. These sand waves are ten to twenty feet in height, and in their progress overwhelm and destroy plant and shrub, leaving a desert at the rear, to be replanted for a contest yet to come. The mountains at the north are the Chocolate, a spur or extension of the San Bernardino Range, containing many valuable mines of gold and silver.

These stations are points of shipment for them.

COLORADO RIVER

YUMA—*Alt., 140; N. O., 1757 miles.*

COLORADO RIVER.

Yuma is a city with good commercial life, enjoying a large trade in connection with mining enterprises, and in fostering stock-raising and agriculture.

It is well supplied with daily papers, and has the conveniences and luxuries of modern cultivation. Substantial blocks of brick and stone are occupied by the merchants, and suitable provision is also made for educational purposes. Ample hotel accommodation is had at the Depot Eating House, situated on the very bank of the Colorado, with encircling balconies for enjoyment of guests.

Advent at the station of Yuma will be the signal for assembling of picturesque natives from whom it is named, each intent upon his special souvenir traffic. In some cases the last arrival to swell the tribal census, kept in close concealment until the mother's hand is crossed by silver.

These Yumas are now cultivating the arts of peace, and too well informed ever again to display war paint; but they have a record—in years long gone—of biting the hands that fed them. In July, 1781, their chief, Palma, led them to the annihilation of two missions on the opposite, or west side of the river, and massacred fifty men, women and children, including priests and friars, and one captain of the Spanish Army, who was a temporary guest en route for Mission San Gabriel, near Los Angeles.

On west side of river, and north from the train, a cluster of verandahed buildings may be seen, originally Fort Yuma, but now devoted to the higher and nobler purpose of education. The War Department turned them over to the Interior, and this established in them an important Indian school. The buildings have an airy and sightly elevation. Opposite to them across the river, and the northerly

San Bernardino Vineyard
A Desert Vista
Palm Springs
Palm Canyon

suburb of Yuma, is Arizona territorial prison. The turbid Colorado is crossed on a substantial bridge of steel, with draw on the Yuma side, for passage of frequent steam-propelled vessels.

Inspection of the yellow, flowing tide will recall the primary classroom and juvenile response to question: "What proportion of the earth's surface is land, and what is water?" Here the proportions are reversed—more land than water passes down the Colorado. The transfer of real estate from Wyoming, Colorado, Utah, New Mexico, Arizona and Nevada may well account for the salt inland sea bed at Salton and Indio. The delta at the mouth of the Colorado finally shoaled the Gulf of California at its head, and created an isthmus where a narrow tidal channel had connected the main gulf with the inland extension. Tide water excluded, a sea was the result, which, having no inflowing streams, by evaporation in the order of nature, became dry land, a salt bed, and by happy engineering, a bed of Southern Pacific Railway.

The atmosphere is less desiccating than at Indio, or, for that matter, less than at any contiguous point away from the river. Standing upon the bridge, one is nearly always conscious of an air current, conveying messages from the Gulf of California. Sixty-five miles to the north, a conspicuous, hat-shaped peak is seen, on Arizona side the river, called Castle Dome.

On western or California side, the near-by mountains at the north are called Chocolate, and their conspicuous peak, Chimney.

Westward of Yuma, for five miles, is a bush-covered river valley, with Indian huts and feeble attempts at agriculture here and there; Colorado River in pleasant sight at the southward; the conspicuous mountain called Pilot Knob in near vicinity at the south. This landmark, for two hundred years, has been the guide of Caucasian wanderers in these arid plains.

Blaisdell—Alt., 171; N. O., 1744 miles. Shipping point for valuable gold mine.
Gila City—N. O., 1736 miles.
Tacna—Alt., 325; N. O., 1714 miles.
Mohawk Summit—N. O., 1697 miles. The mountains at the south are the Mohawk Range.
Adonde—N. O., 1723 miles. North of Tacna, Adonde and Gila City the Castle Dome Range is seen, and Gila Range at the south. The Gila River is within easy reach, northerly, of all stations from Yuma to Gila Bend, and is frequently in sight from passing train.

TEXAS HILL—*Alt., 353; N. O., 1691 miles.*

Aztec—Alt., 495; N. O., 1678 miles.
Stanwix—N. O., 1669 miles.

Texas Hill, showing as a triangle; in the distance, northerly, Eagle Tail Mountains; south, Lumas Negras Mountains and Sierra of Cabeza Rita and Mohawk Range.

SENTINEL—*Alt., 688; N. O., 1664 miles.*

Near Sentinel occurred the massacre of Roys Oatman family by Tonto Apaches, while en route with an ox team from Independence, Mo., to California, February, 1851. With exhausted team, and themselves at the last extremity of suffering for water, they were striving to reach the Gila. Suddenly, with fiendish whoops, the Apaches fell upon them, killing the parents and four children, and left Lorenzo, a boy of fourteen, for dead; but he recovered, and years afterward was reunited to his sister Olive,

who had been adopted by the tribe and held under compulsion. The prisoners were Olive, aged sixteen, and Mary Ann, six years younger. She survived savage brutality but a few days, and the elder sister, with tears of thankfulness at her release from suffering, gave burial to her at the midnight hour.

From Sentinel, northerly, are the Big Horn Mountains; those at the south, Sierra Colorado.

Painted Rock—N. O., 1651 miles.
Gila Bend—Alt., 737; N. O., 1635 miles.

ESTRELLA—*Alt., 1521; N. O., 1616 miles.*

The increase of altitude at Estrella over that of Gila Bend will be noted. It amounts to 784 feet. The railway line here, for a distance of 25 miles, crosses a spur of the Maricopa Divide Range.

The mountains at the north are Hassayampa Range, and to the south a continuation of Maricopa Divide Range.

MARICOPA—*Alt., 1173; N. O., 1592 miles.*

Northerly are the Santa Estrella Mountains and the Chimneys; northwest, the White Mountains; and south an extension of Maricopa Divide.

Maricopa is junction point of Maricopa and Phœnix and Salt River Valley Railway. The distance to Phœnix is thirty-four miles, with romantic Tempe en route, and, by a branch line from Tempe, Mesa City can be visited.

The interests involved are of such importance, there is ample reason for an inspection of Salt River Valley.

Indio
Indio
A Sea of Salt
Salt Plowing, Salton

GILA RIVER—*From Maricopa 7 miles.*

The length of the bridge over this river, and of the approach to it, seem absurd when you look downward in search of water, and end the quest in search of dampness. Upon occasion there is water, but angel visits are quite as frequent. Deep flowing, it can be found of search; but pioneers higher up the stream, at Solomonville, Stafford, San Carlos Indian Reservation, Florence, Sacaton, and a hundred other thirsty places have struggled for possession of this key to fertility, and the only safety was in diving.

TEMPE—*From Maricopa 26 miles.*

It was a happy thought to start this place on the road to popular favor with suggestion that it emulates Thessalia in sylvan beauty and atmospheric delights; and, as you will find, the whole land is redolent of clover bloom and vocal of song birds. It has attracted to itself the normal school of Arizona, and has notable creameries and apiaries, and industrial enterprises in large variety, with great breadth of fruitful orchards, groves and vineyards.

SALT RIVER.

The priceless benefactor of the valley it names. Originally, more than three hundred and fifty years ago, by the earliest visiting Spaniards, it was called Rio Salado (the salted river), and it so appears on some ancient maps. It and its tributaries have distant sources—the Salt in the western mountain fastnesses of New Mexico and the forest interior of Arizona, and the Verde (its principal tributary) is born of the pine highlands of Northern Arizona. It borders "Tempe" as the "Peneus" bordered its Hellenic prototype; and the train, outgoing to Phœnix, passes it in the suburbs.

PHŒNIX—*From Maricopa 34 miles.*

This progressive city is seat of government for Maricopa County and for Territory of Arizona. It is centrally located in Salt River Valley, and surrounded by a wide reach of tributary country, as rich as Delta of the Nile. It is rejuvenating to traverse this land and see the herds feeding upon alfalfa, not infrequently breast high, and to hear the carols of more song birds than have blessed a lifetime. The land is fat, producing cereals and fruit, "corn and wine," responding with prompt affirmative to all demands. Phœnix is the metropolis of Arizona and the immediate commercial and financial center of more than six hundred square miles of irrigable land, than which the world contains none of higher possible production.

The city lacks no essential element of urban life. It has electricity for motive power and lighting; street cars that are modern, moved by electricity over twenty-seven miles of rail; well-metaled streets, and sidewalks to endure; several well-edited daily papers; graded schools; banks and court-houses; and a noble pile for territorial uses, and of the State that is to be; churches to foster any form of latter-day religious faith; a noble school for Indian youths, with attendance of eight hundred, contributed

from various tribes of Arizona and the Pacific Coast; and last of all, to travelers of first importance, hotels likely to suit the most exacting—chief of these Hotel Adams, a satisfying caravansary.

MESA CITY—*From Tempe 7 miles.*

On the return it will be well to take the divergent track at Tempe for a seven-mile run to Mesa City. This municipality was the pioneer work of Mormons—each holding intended to be a full block on the urban plat. The arrivals and departures of fifty years have subdivided some of these, but the city is specially bright and fragrant from bloom, and in no spot wanting for noon-tide shade.

To return now to Maricopa and a continuance of our Sunset transcontinental trip.

SWEET WATER—*N. O., 1583 miles.*

Irrigation by canals from the Gila, near Florence, more than twenty miles distant, begins at Sweet Water and will be noted in greater or less degree nearly twenty miles, to a point south of Arizola.

CASA GRANDE—*Alt., 1396; N. O., 1571 miles.*

Special interest touches this point, as from here trips by stage are made to the ruins of Casa Grande (Chichilticale) sixteen miles distant, by a run of two hours northeasterly.

An authority of note says: "Casa Grande is one of the most interesting remains of prehistoric age to be found on the continent."

The first recorded visit was that of Cabeza de Vaca in 1537, and two years later Don Francisco de

S. P. Bridge, Yuma
S. P. Hotel, Yuma
Gila River
Arizona Cactus

Coronado, Spanish governor of New Galicia, visited and named them Casa Grande. The Indians at that time, 360 years ago, had no traditions reaching backward to the builders. The foundations measure 420x260 feet, and elevation was four stories, measuring severally from below, 13, 9, 8 and 8 feet. It was heavily timbered within, but of these nothing remains, save holes where they occupied wall space. No Indians known to our history could have erected this pile. Is Casa Grande kindred to Palm Valley in origin? The traveler will recall the historic remains of Palm Valley, near Indio.

Cababi Mountains and Casa Grande Range at the south.

The country about Arizola (and as well that of Casa Grande) is irrigated by water drawn from the Gila, near Florence; the principal canal has a length of more than twenty miles, and the system includes an immense reservoir.

Arizola—Alt., 1433; N. O., 1569 miles.
Toltec—N. O., 1562 miles.
Rillito—N. O., 1524 miles.
Cortaro—N. O., 1518 miles.
Jaynes—N. O., 1513 miles.
Red Rock—Alt., 1865; N. O., 1539 miles. North of Toltec and Red Rock the mountains are Sierra Tortilla, with Desert Peak; at the south, Picacho Peak and Cababi.

TUCSON—*Alt., 2390; N. O., 1506 miles.*

MISSION SAN XAVIER BAC.

Tucson and the Mission nine miles distant have a recorded history reaching to the year 1700. The place they occupy, however, was visited by Coronado and Niza one hundred and sixty years before that—1539–1540. The country swarmed with Indians—Pimas, Papagoes, Coco-Maricopas and others, and in 1732 Father Segasser, a German priest, took charge of the Mission, which had been founded by the celebrated ecclesiastic, Father Kino, and named San Xavier Bac. Divine service has never died at San Xavier Bac; continues to this day, but the Indians are not.

Originally Tucson was pendent to the Mission—in church records called "Visita," a sort of supply ranch or farm for cereals and stock and recruiting field for neophytes; civilization and Christianity did not agree with those poor children of the desert—they died by thousands; and this, however, was also true of the irreclaimable savage.

Now, it is a well-built opulent city, retaining some of its old-time architecture, with advantage to picturesque effect. The United States conducts an experimental agricultural station in the vicinity, and land office for the district is also located here.

The Territorial University is also tributary to its attractions.

It has fine churches, schools and business blocks, and a sumptuous building for its public library. Its leading bank, with one million dollars on deposit, stands at the head of such institutions in Arizona.

San Xavier Hotel and Eating House salutes you as you step from the train, and offers the reward of good cheer and comfort to all who stop. Other places of public entertainment are within the choice of visitors.

Tucson is well entitled to make strong claims for its own healthfulness, and for wondrous records made by near-by mountain resorts.

The picturesque mountains at the north are Santa Catarina, and at the west, Sierra Tucson.

A stream, Santa Cruz River, borders the city of Tucson, coming to it from Sonoran Mountains at the south. Mission San Xavier Bac is on its bank, nine miles south of Tucson. This river echoed a tread of Spanish conquistadors as early as 1540. It sinks from sight shortly after leaving Tucson, and is reputed to flow underground to the Gila near Maricopa, more than one hundred miles distant.

Wilmot—N. O., 1499 miles.
Esmond—N. O., 1492 miles.
Vail—N. O., 1487 miles. Vail is an important shipping point for copper and other minerals, and also for cattle.

PANTANO—*Alt., 3536; N. O., 1478 miles.*

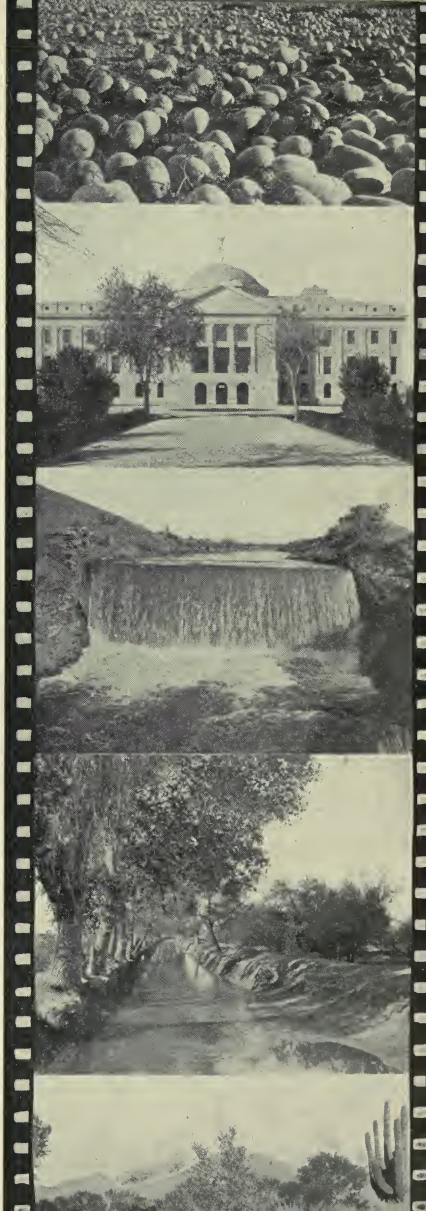
The stream that borders Pantano, and was crossed by you shortly before reaching that station, is called the Cienega, and reaches the San Pedro at the north, through Turkey Creek, and finally to become an affluent of the Gila.

The mountains westerly from Pantano are the Santa Catarina, and southerly the Santa Rita.

Kadmon—N. O., 1472 miles.
Mescal—N. O., 1467 miles.
Chamiso—N. O., 1462 miles.

BENSON—*Alt., 3578; N. O., 1458 miles.*

This town is less noted for its architecture and commercial life than for its connection by rail of New Mexico and Arizona Railroad with Nogales, and thence by Sonora Railway (Ltd.) with Guaymas, on the Gulf of California, via Hermosillo; and also by another line, the Arizona and South-eastern Railroad, with Bisbee, the city owned by the celebrated Copper Queen Company, distant fifty-five miles. Mountains to the north are Caliuro Range and El Rincon; at the south the Whetstone Range.



Arizona's Capitol
Irrigating Canals near Phœnix

Stations on New Mexico and Arizona Railway — Benson to Nogales.

Fairbank—From Benson 19 miles.
Huachuca—From Benson 30 miles. Fort Huachuca is near this station.
Crittenden—From Benson 59 miles.
Patagonia—From Benson 62 miles.

NOGALES—*From Benson 89 miles.*

The name of this city leaves a pleasant, nutty flavor on the tongue—and of right, since it is the Spanish word for the walnut trees that bear them. More than ordinarily picturesque is this walnut-grove town, with fine public buildings and well-constructed business blocks. The residences upon the rising grounds above the commercial streets are beautiful in architecture and many-colored half-tone paints. Hotel Montezuma is well conducted and homelike.

Continuing this Benson-Guaymas Line to Terminal of Sonora Railway (Ltd.).

Carbo--From Benson 153 miles.
Hermosillo—From Benson 263 miles.
Torres—From Benson 289 miles.
Ortiz—From Benson 323 miles.
Guaymas—From Benson 353 miles.

SAN PEDRO RIVER.

Resuming the main line and leaving Benson, the rails span a watercourse that has a history, although its volume speaks in whispers. This is the San Pedro; rising in the mountains of Sonora at the south, it pursues a devious course northerly, and empties into the Gila.

It was along the banks of this river and those of its birthplace twin, the Santa Cruz, met by you at Tucson, that the military and exploring parties of 1540, under Coronado and others, coming from Mexico, sought to achieve Cibola.

DRAGOON—*Alt., 4614; N. O., 1437 miles.*

Caliuro Range at the north and Dragoon at the south.

CACHISE—*Alt., 4222; N. O., 1427 miles.*

Cachise is shipping point for celebrated Pierce mining district, covering gold, silver and copper production. Dragoon Mountains at the south. Between Cachise and Willcox the train traverses a notable alkali flat—all that remains of a former lake.

WILLCOX—*Alt., 4164; N. O., 1416 miles.*

Southwesterly from Willcox can be seen the rich, metal-producing Dragoon Mountains.

In the cattle world, as well as in the mineral, Willcox occupies large space. Its herds range over a bovine empire; and upon occasion cones and cubes and ingots of copper and the precious metals obstruct pedestrianism at the station.

RAILROAD PASS—*N. O., 1408 miles.*

The small water course near here is called Dos Cabesas Creek; mountains at the north, Pinaleno Range; these include Mt. Graham and Fort Grant; at the south the Chirichua Range.

BOWIE—*Alt., 3759; N. O., 1392 miles.*

Bowie is junction point of Gila Valley, Globe and Northern Railway, extending northerly through the rich Gila Valley to Copper Mining Globe, 124 miles away. This latter metal produce is of the richest. Northerly from Bowie is the Pinaleno Range, and at the south the Chir-ic-huas. These and the neighboring Dragoon Mountains for many years were the resort of Cachise and his blood-thirsty followers.

The traveler will be glad to know a well-kept hotel and eating-house awaits him at Bowie.

Bowie to Globe by Gila Valley, Globe and Northern Railway.

Solomonville—From Bowie 35 miles.
Safford—From Bowie 40 miles.
Thatcher—From Bowie 43 miles.
Fort Thomas—From Bowie 62 miles.
Geronimo—From Bowie 68 miles.
San Carlos—From Bowie 94 miles. Indian school of note.
Rice—From Bowie 105 miles. Indian school of great magnitude.
Globe—From Bowie 124 miles. Famous center of copper, and other mining.

SAN SIMON—*Alt., 3609; N. O., 1376 miles.*

The striking mountain range at the south is Chir-ic-hua. It requires but little imagination at favorable point of view to see outlines of a recumbent giant, resting upon the mountain crest. This is Montezuma, awaiting an imperial restoration that delays its coming. At the north are Peloncillo Mountains.

SANZ RIVER.

When the lower levels are reached after passing San Simon, evidences will be abundant that upon occasion waters run wild

Casa Grande Ruins
Casa Grande Ruins
San Xavier Mission
Interior San Xavier Mission

across the railway track. This is bed of Sanz River. Of ancient date has right of way, and now and again struggles to enforce it.

STEINS PASS—*Alt., 4351; N. O., 1361 miles.*

Pyramid Mountains at the south.

Steins Pass is the first station in New Mexico; ascending the grade eastward going, a short distance before arriving at Steins Pass, a wayside legend, on opposite sides, will read "Arizona—New Mexico."

Pyramid—N. O., 1347 miles. Named for Pyramid Mountains at the south.

LORDSBURG—*Alt., 4245; N. O., 1342 miles.*

The mountains at the north are Burro, and at the south Pyramid.

Lordsburg is junction point of Arizona and New Mexico Railway, that extends seventy-one miles to Clifton, and the rich copper mines in that vicinity. In railway operating it is a busy line of industry, and its tributary country, in mines and pasturage, needs reasonable development only to make this a feature of New Mexico's progress.

Lisbon—N. O., 1332 miles.

Separ—Alt., 4503; N. O., 1323 miles. North are Burro Mountains, and south Sierra de las Animas and Coyote Peak in the Hachita Mountains.

Wilna—N. O., 1311 miles.

Gage—Alt., 4488; N. O., 1302 miles. South of Tunis and Gage are Victoria Mountains. They contain silver deposits awaiting appreciation of that metal before exploitation.

Tunis—N. O., 1290 miles.

DEMING—*Alt., 4334; N. O., 1282 miles.*

The Mimbre Range of mountains lies north of Deming, and south are Red Mountain and Florida Peak.

Deming is a thriving city, with valuable resources in mines and cattle. Contiguous to the station grounds, easterly and northerly, will be seen some large buildings used for preparing canaigre for tanning purposes. This plant is native to New Mexico, Arizona, Western Texas and a part of California; has broad, dock-like leaves and fleshy roots or tubers. The value lies in the latter, which are exceptionally rich in tannin.

Plantations of canaigre are being cultivated in California, Arizona and Texas.

Travelers should know the eating-house at Deming is one of superior excellence.

The elevated table land, entered upon by you at Tucson, extends, with pleasing variety of outline, until you reach Strauss, a distance of three hundred miles. It is well clothed in bunch grass and other forage plants, and in season illuminated by flowers. Its cattle-range value is reduced by want of accessible water, not obtainable from any sources on the surface, but will be at some future time from underlying reservoirs. The rich bunch grass, so thickly standing it may be cut for hay, will yet be cropped by artesian-watered herds. Before advent of terror-inspiring locomotive it was frequented by antelope and deer, and by wolves and coyotes, and, upon occasion, the more courageous of these are still seen. Deming is terminal point of Santa Fe from Rincon at the north, and has branch line forty-eight miles to Silver City.

Zuni—N. O., 1271 miles. North the mountains are Good Sight, and south the Florida Mountains.
Cambray—N. O., 1256 miles. At the south Providence Cone; north Cerro Magdalena.
Aden—Alt., 4391; N. O., 1243 miles.
Afton—N. O., 1231 miles.
Lanark—N. O., 1222 miles. South of Lanark the mountains are Sierra del Potrillo.
Strauss—Alt., 4083; N. O., 1209 miles. Northerly, viewed from Rogers and Strauss, is a fine valley vista bordering the Rio Grande.
Rogers—Alt., 3728; N. O., 1199 miles.

RIO GRANDE—*N. O. 1197 miles.*

This historic stream, flowing from gold and silver mountains of Colorado, and onward, at El Paso becoming a living aqueous line between Republics of United States and Mexico, shows but trace of the broad and deep current that belongs to it by birthright. At all points since it left its cradle, eager hands have seized upon and appropriated its substance, and now, at this crossing, a superb steel bridge seems almost superfluous. Hardly more than dampness has been left to its bed, and the legal holding may be covered by railway term, "right of way." Give respectful salute to it; impoverished that many might be fed. On leaving the bridge an underlying line of railway will be crossed—this is the Santa Fe, from the north.

EL PASO—*Alt., 3713; N. O., 1194 miles.*

El Paso, being the pass, the door to everywhere from ends of the earth, was visited early by adventurous Oñate, a Spanish commander, with a large party, who speaks of it, of date fourth of May, 1598; shortly after this the initial steps were taken to found a church, which it may be hoped you will visit—the walls mellowed and ripened by their three hundred years.

Mines near Marfa
Del Rio
Fort Hancock
Devil's River

When this church was constructed, by labor of Indian neophytes, both sides the Rio Grande were El Paso; but now, that river being boundary line between United States and Mexico, with becoming modesty the Mexicans concede "El Paso" to our city at the northerly side, and the south has become Ciudad Juarez, in honor of its patriot president. Time permitting, by all means take a seat in tram car (mule propelled) and visit old Mexico. See a fair sample of pocotiempo and mañana; fail not of the church, its worship and the adjuncts of it, in no essentials changed since its first incense arose, three hundred years ago.

The city has a virile business life; its people aggressive, wide-awake, ready to seize upon favorable opportunities and make the most of what Providence awards. There are many noble public buildings, United States custom house and court building, hospitals, churches, banks and mercantile houses and hotels.

Notable among its enterprises, the mammoth smelting works in western suburbs.

It is the western terminus of Texas and Pacific Railway. Is reached by Chicago, Rock Island and Texas and by Atchison, Topeka and Santa Fe from the north, and Mexican Central from the south, and by Rio Grande, Sierra Madre and Pacific Railway from the gold placers of the Yaqui, and connected with both Atlantic and Pacific worlds by lines of Southern Pacific Company.

Eastward from El Paso the railway time is Central, and two hours faster than Pacific, which "rules the rail" out of San Francisco to El Paso.

Northeasterly the mountains are Victoria, in Sierra Huego Range, and those more distant, respectively, called Jarrilla, Sacramento and Guadalupe; and northerly, the Organ Mountains.

Alfalfa--Alt., 3689; N. O., 1188 miles.
Ysleta—Alt., 3664; N. O., 1182 miles.
Belen—Alt., 3645; N. O., 1178 miles.
San Elizario--Alt., 3630; N. O., 1173 miles.
Fabens—Alt., 3614; N. O., 1166 miles.
Rio Grande—Alt., 3464; N. O., 1155 miles.
Iser—N. O., 1149 miles.

FORT HANCOCK—*Alt., 3519; N. O., 1141 miles.*

The military post called Fort Hancock is near the bank of Rio Grande, about one mile south of the station, but plainly visible. The elevated bluff on Mexican side the river is beautifully marked by weathering of crystalline strata, that when plastic, under pressure, were forced into a zizzag or chevron formation called dancette. Marvelous object lesson for weavers' shuttle or for broiderers' deft needle.

Madden—N. O., 1132 miles.
Finlay—Alt., 3945; N. O., 1124 miles.
Small--N. O., 1119 miles.

MALONE—*N. O., 1115 miles.*

Grade necessities at Malone have created some beautiful horse-shoe curves, with sentimental suggestions of good luck to those who traverse them. One enthusiastic, beauty-gathering New Yorker wanted to take them home with him.

Etholen—N. O., 1107 miles.
Lasca--N. O., 1111 miles.

SIERRA BLANCA — *Alt., 4512; N. O., 1102 miles.*

Sierra Blanca marks the junction of Texas and Pacific from its northern terminal at Texarkana, and is ninety-three miles from El Paso. The name was suggested by some singularly white mountains in the vicinity, clothed in restful, cream-colored drab, but incongruously leaning to vanities of worldlings in lines of bright red where the "quaker" has been washed away by some chance down-flowing current. At various points on the line between Sierra Blanca and Marfa prairie dogs will be abundantly seen, and not unfrequently, bands of antelope also. Mountains south of Sierra Blanca are Quitman and the Sierra Blanca; and northerly Carizo Mountains, and in middle distance Sierra del Diablo, and far away the Guadalupe Range.

Grayton—N. O., 1092 miles.
Torbert—N. O., 1084 miles.
Dalberg—Alt., 4188; N. O., 1074 miles.
Callado—N. O., 1070 miles.
Fay—Alt., 4013; N. O., 1066 miles.
Lobo—N. O., 1061 miles.
Volga—N. O., 1058 miles.
Chispa—Alt., 4082; N. O., 1050 miles.
Wendell—N. O., 1042 miles.

VALENTINE—*Alt., 4424; N. O., 1034 miles.*

The elevated grazing plains occupied by Valentine are full of scenic interest, covered by a brown carpet of sustaining grass, here and there large herds of cattle, and with reasonable frequency exciting bands of antelope; and, for joy of the youngsters, colonies of prairie dogs, burrowing within the lines of railway reservation even, as asking, "Who's afraid?"

Quebec—N. O., 1026 miles. A small stream at Quebec is called Live Oak Creek.
Ryan—Alt., 4746; N. O., 1018 miles.
Aragon—N. O., 1008 miles.

Palsano Pass
Horseshoe Curve
Rio Grande Canyon
Along the Rio Grande

MARFA—*Alt., 4692; N. O., 998 miles.*

FORT DAVIS.

The mountains northerly are Sierra del Muerto and Apache; in the heart of them is Fort Davis, on Pine Creek, an affluent of the Pecos.

For large game, bear and mountain lions or panthers, del Muerto and Apache are famous. The most noted peak is Livermore, rising to 8332 feet elevation. These ranges are well wooded, and offer rare sport to huntsmen.

Marfa is a place of more than ordinary interest; is seat of justice for Presidio County; has a court-house that might grace a metropolis. The surrounding country is fine grazing land, and in the not-distant north, a spur of Sierra del Muerto runs parallel to the railway. Between Marfa and the Sierra a stream called Rock Creek flows for a short distance eastwardly, and then to the south, crosses the railway line and empties into Rio Grande.

The elevation gives it a climate of perennial delight; especially so to denizens of Gulf of Mexico littoral; and to these it should have value above price.

The abundance of game to be found in the mountain ravines, and indeed on the plains, is sure to attract those who enjoy equitation, with the reasonable certainty of bagging quail, antelope and wolves, and bear possibilities in the mountains. Residents of this exalted place never weary of lauding its health-restoring value. Much of the curative power is no doubt due to success in winning people to outdoor life, and to exercise on horseback. There is something higher than a lover's appeal in "We'll chase the antelope over the plain."

PAISANO—*Alt., 5082; N. O., 984 miles.*

Nopal—N. O., 991 miles.
Toronto—N. O., 976 miles.
Alpine—Alt., 4485; N. O., 971 miles.
Strobel—N. O., 964 miles.
Altuda—N. O., 955 miles.
Lenox—N. O., 948 miles.

Summit Sunset Route. Paisano marks the highest reach of this Sunset Route transcontinental line; and, as compared with others, is certainly inconsiderable; it is less than the Los Angeles suburban pleasure climb of Mt. Lowe.

MARATHON—*Alt., 4043; N. O., 939 miles.*

Warwick—N.O., 931 miles.

At this elevation the summer climate approaches perfection, and under influence of ocean air from the Gulf its winters are of the mildest.

HAYMOND—*Alt., 3883; N. O., 924 miles.*

Southerly the mountains are Horsehead Hills; north are spurs of Sierra del Muerto and Apache.

Taber—N. O., 915 miles.
Maxon—N. O., 911 miles.
Rosenfeld—N. O., 904 miles.
Longfellow—Alt., 3274; N. O., 895 miles.
Emerson—N. O., 887 miles.

SANDERSON—*Alt., 2780; N. O., 879 miles.*

Feodora—N. O., 872 miles.
Eldridge—N. O., 865 miles.

Sanderson marks the bounds of a run by freight crews, and place of change for passenger train engines.

Mountains northward are Sierra del Muerte, and in the extreme distance, Sierra Charetet.

Dryden—Alt., 2109; N. O., 858 miles.
Thurston—N. O., 851 miles.
Watkins—N. O., 843 miles.

LOZIER—*Alt., 1535; N. O., 833 miles.*

Travelers will note the continuous charm of mountain air on all these popular table-lands. The mountains in the south are Sierra de las Burros; northerly in distance Sierra Charette.

Samuels—N. O., 826 miles.
Osman—N. O., 817 miles.
Langtry—Alt., 1321; N. O., 806 miles.
Shumla—Alt.. 1418; N. O., 794 miles.

PECOS RIVER.

This river reaches up into New Mexico and disputes with the Canadian for its drainage. It empties into Rio Grande.

VIADUCT—*Alt., 1016; N. O., 787 miles.*

At Viaduct is a wondrous steel bridge, spanning the Pecos, the extreme length of it 2184 feet, and elevation above the river bed, 321 feet.

COMSTOCK—*Alt., 1556; N. O., 777 miles.*

DEVILS RIVER—*N. O., 756 miles.*

This is an unusually beautiful, romantic river, clear as crystal, and musical with liquid notes, as it finds its way over boulder and pebble, between the verdant banks.

Let saints and angels be invoked, and if need,—orations pronounced for change of name. Surely this matchless stream should not hang pendant to tail of enemy of man. The surveyor who wrote it down "Devils River," must have had reason to "speak him fair." Across

Pecos River
Palisades, Rio Grande
Pecos River Bridge
The Alamo

the Rio Grande westerly, the mountains are called Los Arbore (suggesting wood land).

McKees—N. O., 750 miles.

DEL RIO—*Alt., 954; N. O., 741 miles.*

Del Rio is not in very close contact with the Rio Grande, that perhaps suggested the name; but the international river is not far away. A small stream that pays tribute to urban happiness at Del Rio is called Sycamore, shortly to merge into Rio Grande.

Johnstone—N. O., 733 miles.

Amanda—N. O., 726 miles.

STANDART—*Alt., 1054; N. O., 723 miles.*

PIEDRA PINTO.

The small river at Standart is called Piedra Pinto, and is tributary of Rio Grande.

Pinto—N. O., 718 miles.
Kinney—N. O., 712 miles.

Elm Creek—Is a small stream at Spofford. It is tributary to Nueces.

SPOFFORD—*Alt., 1015; N. O., 705 miles.*

Anacacho—N. O., 697 miles.
Waldo—N. O., 688 miles.
Cline—Alt., 1007; N. O., 682 miles.
Obi—N. O., 676 miles.

At Spofford, connection is made by Eagle Pass branch with Mexican International Railway for City of Mexico and intermediates. It is in great request for side trips to Aztec wonders.

NUECES—*Alt., 942; N. O., 670 miles.*

Nueces is a trading center for grazing and agricultural district.

NUECES RIVER

empties into Corpus Christi Bay. This river has frequent mention in history of Mexico and Texas.

UVALDE—*Alt., 930; N. O., 665 miles.*

Uvalde is an influential county town and center, for wide area of stock-raising and agricultural country.

LEONA RIVER

Auge—N. O., 659 miles.
Chatfield—N. O., 653 miles. Near Chatfield is Rio Frio, a tributary of the Nueces.
Yucca—N. O., 646 miles.

Is near Uvalde. In common with most of the streams westward of the San Antonio, it is tributary of Nueces, through Rio Frio.

SABINAL—*Alt., 936; N. O., 642 miles.*

Seco—N. O., 635 miles.

Near Sabinal is a small stream, a branch of Rio Frio.

D'HANIS—*Alt., 888; N. O., 630 miles.*

D'Hanis is a thriving town, of much local value. The small stream near to it westerly is Seco Creek, an affluent of the Nueces, through Rio Frio.

HONDO CREEK, affluent of Nueces, through the Frio.

Hondo—Alt., 900; N. O., 621 miles.

SAN MIGUEL CREEK, tributary of the Nueces.

Dunlay—Alt., 1008; N. O., 612 miles.
Noonan—N. O., 604 miles.
Lacoste—Alt., 730; N. O., 597 miles.
Macdona—N. O., 596 miles.
Idlewild—N. O., 594 miles.
Withers—N. O., 582 miles.
Alazan—N. O., 576 miles.

SAN ANTONIO RIVER

empties into Gulf of Mexico at San Antonio Bay.

SAN ANTONIO—*Alt., 686; N. O., 571 miles.*

San Antonio is distinguished for many excellencies; the area of an empire is tributary to it in live stock, cotton and general farm produce; and so salubrious its climate, it is made a favorite sanitarium of U. S. Army. From here, railways radiate to all points of the compass. Northerly it has International & Great Northern; southerly and as well to Central Texas, San Antonio & Aransas Pass Railway; but its most important line is that of Southern Pacific Company, which connects it with all the world through San Francisco on the Pacific and New Orleans at the east. The city is watered by San Antonio River, and some small tributaries, including the Salado. San Antonio cannot be so engrossed in its present glories as to forget that it holds the Alamo.

"REMEMBER THE ALAMO!"

Historic and patriotic interest largely centers in its immortal Alamo. In this semi-military church, during the war with Mexico by Texas for its independence, in March, 1836, 182 citizen soldiers were besieged by Santa Ana in command of 5000 Mexican regulars. At an early day, a retreat might have been made with some losses, but the heroic band believed their death would serve their country better than ignoble flight; and it will be noted, that while the number of besieged originally was but 150, yet, during its continuance, 32 others fought their way in to share the closing massacre. At the end of eleven days the sacrifice was completed—all died! Travis, the commander, fell at his post of duty, on the wall; Colonel Bowie in bed, so sick he could not rise to receive the bayonet thrust of the foe—but that was needless; he was murdered where he lay. David Crockett, the famous, died behind a rampart of assailants he had slain. There was no chivalrous recognition of valor; the last defender died. One non-combatant woman, with a young child and a negro servant, were left to tell the tale. On the monument, Texas has inscribed: "Thermopylae had its messenger of defeat; the Alamo had none."

It is not unpleasant to know this holocaust served its purpose to "fire the heart" of patriotism, and, shortly after, the Lone Star waved in triumph.

RIO CIBOLO, a small stream affluent of San Antonio River.

Kirby—N. O., 564 miles.
Converse—Alt., 717; N. O., 559 miles.
Marion—Alt., 640; N. O., 548 miles.
Hilda—N. O., 543 miles.

GUADALUPE RIVER enters Gulf at San Antonio Bay.

SEGUIN—*Alt., 599; N. O., 537 miles.*

This attractive city is about one mile south of the station. It deals largely in cotton, and in live stock of superior grade. Seguin has water-power possibilities that could make it one of the principal manufacturing centers of Texas. Contiguous to the city are falls of the Guadalupe River—untold wealth, literally running to waste.

KINGSBURY—*Alt., 613; N. O., 527 miles.*

AFFLUENT OF GUADALUPE RIVER, between Sullivan and Luling.

Sullivan—N. O., 523 miles.

LULING—*Alt., 416; N. O., 516 miles.*

Luling is a very attractive, progressive city, having enterprise as well as capital. It deals heavily in cotton, produced in a rich, tributary country. The city is watered and drained by an affluent of Guadalupe River. Southern Pacific Company's line bisects the city, bringing commerce and the transportation side of it into close and praiseworthy contact. San Antonio & Aransas Pass Railway is also in Luling, with purpose to bless. At Luling, and as well in most places on this Texas transit, the nights are made luminous by wondrous firefly displays.

HARWOOD—*Alt., 460; N. O., 507 miles.*

Ivy—N. O., 510 miles.
Sandy Fork—N. O., 502 miles.

Harwood is terminal of a twelve-mile branch line to Gonzales, where it connects with San Antonio & Aransas Pass Railway for southern Texas and the Gulf.

WAELDER—*Alt., 375; N. O., 494 miles.*

Waelder is in proper enjoyment of much local pride. Its enterprise reaches every legitimate channel of business and deserves success.

Pierson—N. O., 488 miles.

FLATONIA—*Alt., 461; N. O., 483 miles.*

Flatonia is an active manufacturing and commercial city, with an arm of San Antonio & Aransas Pass Railway, in addition to Southern Pacific Company's transcontinental line, to foster its prosperity. The San Antonio & Aransas Pass reaches northerly to valuable tributary fields, and, as well, to ports on the Gulf.

Engle—N. O., 477 miles.

SCHULENBERG—*Alt., 352; N. O., 470 miles.*

Schulenberg is planted on pleasant rolling ground; enjoys good commercial life; and has an excellent railway eating-house.

WEIMAR—*Alt., 416; N. O., 462 miles.*

Weimar is a place of local interest. Its name, and also those of Schulenberg and Waelder, yet to be noted, speak of pious, fatherland memories by their founders. Between Weimar and Schulenberg the Navidad River is crossed. It reaches Lavaca Bay.

New Iberia
State House, Austin
Lake Charles
Ysleta

BORDEN—*Alt., 301; N. O., 457 miles.*

GLIDDEN—*Alt., 242; N. O., 450 miles.*

Glidden is essentially a railroad town, and, therefore, wide awake. On all hands, the busy hum of profitable industry. A branch railway connects it with La Grange, northerly.

COLUMBUS—*Alt., 209; N. O., 447 miles.*

Columbus is a place of more than average urban value. Large mercantile and manufacturing interests are fostered by it, and by branch railway with one terminal at Glidden it has access to La Grange at the north.

COLORADO RIVER OF TEXAS

This large stream takes its rise in Northwestern Texas, in close relation to Pecos River and upper waters of the Brazos, and empties into Matagorda Bay.

Smith Junction--N. O., 445 miles. Has branch railway connection with La Grange at the North.

Alleyton--N. O., 444 miles. *Ramsey*--N. O., 437 miles.

EAGLE LAKE—*Alt., 179; N. O., 431 miles.*

This pleasant town has a most inviting appearance, is in possession of present prosperity, with an assured future. In addition to Southern Pacific's through transcontinental line it has San Antonio & Aransas Pass Railway, giving direct access to all parts of the State.

LISSIE—*Alt., 162; N. O., 424 miles.*

EAST BERNARD—*Alt., 131; N. O., 414 miles.*

BERNARD RIVER

Natilli—N. O., 410 miles. *Randon*—N. O., 405 miles.

ROSENBERG—*Alt., 110; N. O., 399 miles.*

Rosenberg is a railway junction city. By the Gulf, Western Texas & Pacific, and the New York, Texas & Mexican Railways, it reaches Victoria, Cuero and Port Lavaca, and has northerly outlet over G. C. & Sante Fe; and is connected with all the world by Southern Pacific Company's transcontinental line.

RICHMOND—*Alt., 96; N. O., 396 miles.*

Richmond is a place of business activity; its natural advantages developing local pride and public spirit.

BRAZOS RIVER—*N. O., 393 miles.*

This famous river is crossed between Sartartia and Richmond. It bears drainage from points in close contact with Red River in northern Texas, and ends its beneficent life in Gulf of Mexico.

Sartartia—N. O., 389 miles.

SUGARLAND—*N. O., 387 miles.*

Stafford—N. O., 383 miles.
Missouri City—Alt., 92; N. O., 382 miles.
Lotus—N. O., 377 miles.
Stella—Alt., 63; N. O., 372 miles.
Tewena—N. O., 366 miles.
Chaney Junction—N. O., 364 miles.

A large area of rich river bottom land is devoted to sugar cane cultivation at this place with gratifying success.

HOUSTON—*Alt., 64; N. O., 362 miles.*

Houston is a grand city. It is the commercial and railway metropolis of Texas, made so by energy of its merchants and manufacturers and enterprise of railway construction, relying upon the future for reward. The most ambitious wishes of its business men have been met by railway lines extending to every possible mart of value. The seaport is Galveston, by rail, fifty-three miles south.

Its railways number half a score, not to be exhaustively enumerated here, but mention of the most important may serve to show the magnitude of this interest. These include San Antonio & Aransas Pass, Houston & Texas Central, International & Great Northern and Southern Pacific transcontinental line, New Orleans to San Francisco.

The city is opulent, well built, progressive, and has an assured future, the reward of industry and enterprise.

GALVESTON—*From Houston, 53 miles.*

Galveston will fill the dreams of the Middle-West for a deep-sea harbor on the Gulf. For many years enterprising capital has awaited a fair opportunity to inaugurate and

Louisiana Sugar Mill
Louisiana Sugar Mill
River Landing
Cane Fields

complete the works needful to make this a seaport equal to prospective demands of commerce that shall pass through its gates. The initial steps have been taken and success is certain. To this end Southern Pacific Company is constructing extensive ocean steamship docks, some portions of which are already in use. Returning now to main line.

Greens—N. O., 355 miles.
Fauna—N. O., 352 miles.
Sheldon—Alt., 59; N. O., 346 miles.

SAN JACINTO RIVER—*N. O., 344 miles.*

Crosby—N. O., 342 miles.
Wally—N. O., 335 miles.
Stilson—N. O., 331 miles.
Dayton—Alt., 92; N. O., 328 miles.

This river, that serves to perpetuate the memory of a battle that wrought the independence of Texas, empties into Gulf of Mexico at Trinity Bay. On its banks, near the Bay, April 22, 1836, the Texans, under leadership of Sam Houston, engaged three times their number of Mexicans, the flower of its army, personally led by Santa Ana. With wild cries of "Remember the Alamo!" the attack was made and an overwhelming victory secured.

LIBERTY—*Alt., 41; N. O., 322 miles.*

At Liberty the historic Trinity is crossed. It rises in northern Texas and empties into an eastern arm of Galveston Bay called Trinity Bay. On its banks the Chivalrous Sieur de la Salle was treacherously murdered by his companions in 1687. He was leader of a movement by France to wrest this Texas region from Spain. The party came in several vessels, direct from France, but, by navigating mischance or treachery, failed to find the mouth of the Mississippi and was wrecked on the coast of Texas.

TRINITY RIVER.

Raywood—N. O., 314 miles.
Ames—N. O., 310 miles.
Devers—N. O., 308 miles.
Felicia—N. O., 303 miles.

SOUR LAKE—*Alt., 54; N. O., 298 miles.*

China—N. O., 293 miles.
Pine Island—N. O., 288 miles.
Amelia—N. O., 284 miles.

This Lake and the Thermal Springs connected with it, for many generations have enjoyed great popularity for curative properties. Its waters are distinctly sour, and their use as beverage and for bathing usually gives speedy cure to cutaneous and many other diseases. The acid origin is no doubt sulphurous. It is likely there is an underlying deposit of sulphur, and nature, in leisurely way, is manufacturing sulphuric acid; the patent remedy is sulphur.

BEAUMONT—*Alt., 32; N. O., 278 miles.*

In transportation way, Beaumont relies upon the trans-continental line of Southern Pacific, but has navigable relations with the Gulf through Neches River; and has connection southward also by Texas & New Orleans Railway, thirty miles to Sabine Pass, and by same line northerly seventy-four miles to Rockland.

The great lumber regions tributary to Beaumont lie at the foundation of its prosperity, and it hardly needed the recent discovery of an underlying reservoir of oil, that promises to be exhaustless. The imprisoned fluid spouts with a vigor that is well nigh unrestrainable.

NECHES RIVER—*N. O., 277 miles.*

Diana—N. O., 272 miles.
Ferry—N. O., 268 miles.
Tulane—N. O., 263 miles. The railway in vicinity of Tulane and Ferry crosses arms of Sabine Lake.

This river, also historic—comes to the south, with drainage from Northern Texas. It empties into Sabine Lake and Gulf of Mexico.

ORANGE—*Alt., 21; N. O., 257 miles.*

Echo—N. O., 251 miles. This station is the last one in Texas.

At Orange the railway line makes a sharp turn northward, parallel with the Sabine until Echo is reached, at a distance of about six miles.

Orange is well situated on this navigable river, and in close contact with an immense area of valuable timber. The lumber output is so large the figures seem unreliable. This city is justly credited with public spirit, refinement and wealth.

SABINE RIVER—*N. O., 250 miles.*

Jacksonville—N. O., 247 miles.
Toomey—N. O., 246 miles.
Vinton—N. O., 242 miles.
Edgerly—Alt., 33; N. O., 236 miles.

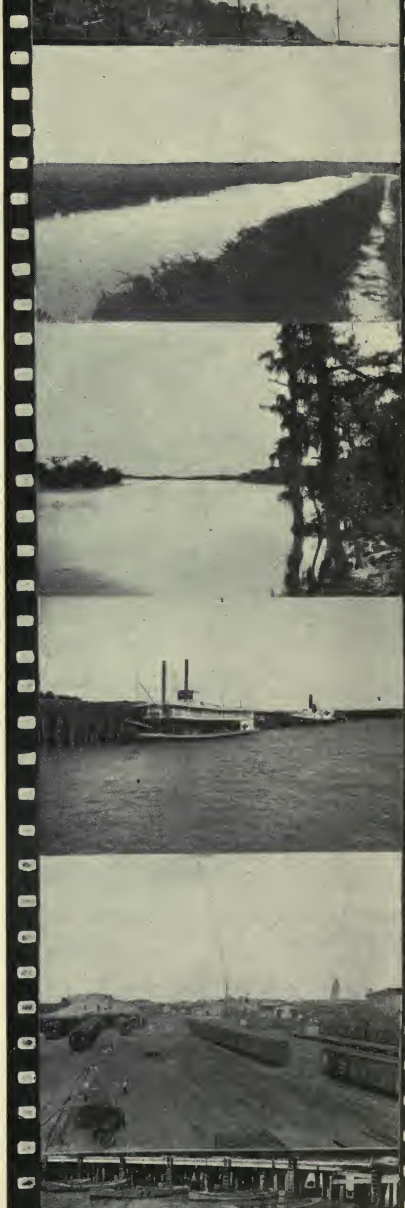
This historic river, from its mouth in Sabine Lake at Gulf of Mexico to a point contiguous to Logansport, a short distance southerly from Shreveport, is boundary line between Louisiana and Texas.

SULPHUR MINE—*N.O., 228 miles.*

For years it was known a sulphur bed had been created here, and many efforts were fruitlessly made to reach it; failing all of them because of superimposed quicksand. At last, however, wells were driven to it; the tubing excluding the sand and exposing the sulphur to control.

CALCASIEU RIVER.

Westlake—N. O., 221 miles. Famed Calcasieu River is here crossed by the train.



Rice Fields, Louisiana
West Lake, Louisiana
Morgan City

Its headwaters are in the Red River country, also birthplace of Vermillion and Teche. The Calcasieu feeds lake of the same name, and thence to Gulf of Mexico.

LAKE CHARLES—*N. O., 218 miles.*

Lake Charles as watering place and popular resort possesses many attractions, and makes the lakes and rivers pay rich tribute to cultivated tastes. Its social reputation is of the highest, and extends over a wide area of Louisiana and Texas. A branch of Kansas City, Pittsburg & Gulf Railway leads northerly from Lake Charles to DeQuincey.

Chloe—N. O., 213 miles.

IOWA—*N. O., 207 miles.*

The Kansas City, Watkins & Gulf Railway, with terminals at Lake Charles and Alexandria, crosses Southern Pacific Company's line at Iowa.

Lacassine—N. O., 201 miles. The small stream is western fork of Bayou Lacassine.

WELSH—*Alt., 32; N. O., 195 miles.*

Roanoke—N. O., 191 miles.

Welsh, in all respects, is in harmony with the new life that has been brought to redeem this region from waste. The beneficial work is being done, with rice cultivation as foundation of general prosperity. Its small stream is eastern fork of Bayou Lacassine.

JENNINGS—*N. O., 185 miles.*

Jennings draws heavy tribute from rice cultivation and is progressive and prosperous.

MERMENTEAU—*Alt., 25; N. O., 180 miles.*

Midland—N. O., 174 miles.
Estherwood—N. O., 172 miles.

Mermenteau recalls Acadian romance. Already we have traversed much of it, and more is to follow as we cross the Calcasieu and other classic streams. The country now, as one hundred years ago, invites to aquatic exercise and sports. Everywhere, even in the thin water line, at bottom of drainage ways within the railroad's right of way, are floating the glossy varnished lily pads; and floral stars of purest white dispute the verdant leafage; water-loving plants, suggesting the Egyptian lotus, spread their fronds for inspection and admiration. With these the whole field of vision during the night is aflame with fireflies; the boom of the bittern breaks the silence, and the saurian answers with guttural or abdominous thorough-bass, awaking batrachians from far and near, to fill each succeeding octave until the higher notes are reached by katy-did and thirsty, strident cicada.

"At eve a dry cicada sung."
—*Tennyson.*

Across the twilight firmament heavy flying pelicans are seen, in mandible pouch, bearing their piscene catch to waiting fledglings in the distant nest.

CROWLEY—*Alt., 32; N. O., 165 miles.*

Rayne—Alt., 32; N. O., 160 miles.
Duson—N. O., 154 miles.
Scott—N. O., 149 miles. The small watercourse here is Conlee-Kinney, an affluent of Vermillion River.

Crowley is an active growing city, seat of government for tributary country, and is center of a promising rice cultivation. Sugar, rice and cotton are produced at Scott, Duson and Rayne; added to these, large interests are devoted to cattle-raising and general farming. Midland Branch Railway extends from Crowley to Midland, a distance of eight miles, with Estherwood intermediate, six miles from Crowley. From Midland a branch eleven miles in length reaches Gueydan, and another branch twenty-four miles in length to Eunice.

LAFAYETTE—*Alt., 51; N. O., 144 miles.*

Vermillion River—N. O., 143 miles. Its northern affluents head near the Red River region. It empties into Vermillion Bay at the Gulf.
Broussard—N. O., 138 miles.
Duchamp—N. O., 134 miles.

Originally this city was called Vermillion, and is so named on some ancient maps. It is a place enjoying an active and prosperous business life; is southern terminus of Alexandria Branch Railway, eighty-five miles in length to Alexandria on Red River; and by Vermillion River it has waterway to the Gulf.

CADE—*N. O., 133 miles.*

Burke—N. O., 130 miles.
Segura—N. O., 128 miles.

There is a branch railway, the "St. Martinsville," extending northerly from Cade to St. Martinsville seven miles, and thence to Arnaudville, twenty-nine miles from Cade. In common with the towns along the Teche, Cade occupies a place of local consequence.

On the Bayou Teche
Sabine River
Rice Fields
River Landing

NEW IBERIA—*N. O., 125 miles.*

Olivier—N. O., 120 miles.

New Iberia is connected with Abbeville, twenty-two miles distant, by the Iberia and Vermillion Railroad, and by a four-mile branch of it at Junction, six miles from New Iberia, the celebrated Avery's Island or Petit Anse salt mines are reached—ten miles from New Iberia. To visit this wonderful saline storehouse will give large reward. Avery's Island, having the salt, determined to add pepper to it, with result that epicures are now enabled to rejoice in Tabasco pepper for table use.

Time was, when outside of Tabasco in old Mexico, this species of refined pepper was cultivated only on Avery's Island, but is now produced elsewhere.

JEANERETTE—*N. O., 114 miles.*

Adeline—N. O., 110 miles.

Jeanerette makes successful claim to no little of the saccharine output of the Teche.

BALDWIN—*N. O., 105 miles.*

Baldwin, as above noted, connects by rail with Cypremort southerly fifteen miles.

It has a large commercial business, dealing chiefly in cane products and the demands of its cultivation.

FRANKLIN—*N. O., 101 miles.*

Franklin, and as well Patterson and the entire country as far as Jeanerette, are in the Teche sugar paradise.

Franklin enjoys an active life and has a branch railway nineteen miles in length to Cypremort and covers Baldwin by it, four miles from Franklin.

BAYOU SALÉ—*N. O., 96 miles.*

Calumet—N. O., 90 miles.

This place supports a valuable traffic in sugar and the supplies needed by its producers.

PATTERSON—*N. O., 87 miles.*

Berwick—N. O., 81 miles.

Patterson is a thriving town and well approved center of sugar production.

MORGAN CITY—*N. O., 80 miles.*

Ramos—N. O., 76 miles.
Boeuf—N. O., 73 miles.
Gibson—N. O., 66 miles.
Donner—N. O., 65 miles.
Chacahoula—N. O., 61 miles.

Morgan City is an important town and seaport, planted on the eastern bank of Bayou Atchafalaya, a navigable water course with many affluents inland northerly, including that of Bayou Teche; it drains the country parallel with the Mississippi, extending almost to the banks of Red River, and reaches the Gulf through Atchafalaya Bay. It is substantially bridged at Morgan City—with town of Berwick at the western end.

SCHRIEVER—*N. O., 55 miles.*

Schriever is of commercial importance, growing out of its sugar production and other enterprises. A branch railway, six miles in length, extends northerly to Thibodeaux; and a second branch southerly, fifteen miles to Houma.

LAFOURCHE—*N. O., 52 miles.*

Rousseau—N. O., 49 miles.
Bowie—N. O., 41 miles.
Raceland—N. O., 40 miles.
Des Allemands—N. O., 32 miles.
Boutte—N. O., 24 miles
Salix—N. O., 19 miles.
Jefferson—N. O., 12 miles.
Gretna—N. O., 3 miles.

At Raceland and Lafourche sugar cane is profitably grown, and the principal water course is Bayou Black, self named on account of chemical and vegetable stain in the water.

The Des Allemands Bayou on which this quaint old German settlement was planted connects Lake Des Allemands at the north, with Lake Salvador at the south; and finally debouches into Barataria Bay, the one-time chosen haunt of La Fitte and his pirate crew.

ALGIERS.

Here will be speedy transfer from train to boat—your line of articulated cars coming to final rest parallel to and in close contact with the ferry slip. Polite servitors quickly seize upon your cherished impedimenta and transfer it to the waiting boat. As you pass out of the slip, take a place on the upper deck and note the Railway Company's ocean-going steamships, moored at near-by wharves, awaiting their sailing days for New York and other Atlantic seaports, for Havana, Porto Rico and other insular ports of the West Indies, for

French Market, New Orleans
Levee, New Orleans
Loading Cotton
S. P. General Offices, New Orleans

Europe and South and Central America, and elsewhere upon commercial invitation.

Your view of the Mississippi will make a lasting impression—the breadth at the ferry is about half a mile—with an extreme depth of two hundred feet at high water; the current five miles an hour—and distance from Gulf of Mexico one hundred and seven miles.

MISSISSIPPI RIVER.

If one asks "What is the dominant feature of New Orleans?" the answer shall be: "The wondrous waterway that has made such a metropolis possible"—the tawny, down-moving tide, that in its majesty compelled recognition as "*Father of Waters.*"

The eastern bank of this nine-mile curve of it, becoming urban, has been named Crescent City.

To stand, contemplative on the levee, its influence is in line with that of Niagara's fateful plunge. Few persons unmoved can look upon this turbid current, bearing gifts of fertility, the tribute of Cumberland, of Blue Ridge and the Alleghanys; of far away western Lake Superior's lacustrine hunting-grounds, and from Rocky Mountain fastnesses and realms of his Majesty the King in British America.

There will be hints of resistless Omnipotence and command to silence. For an impression that will be fadeless it is not needful in backward glance to mark the opulent city that was born to it—and has been fostered by its bounty; nor yet to align its ocean argosies, nor marshal the gilded craft that weave the enriching web of inland commerce. If for this view you have traversed the continent from Pacific to Atlantic the sufficient reward shall be half an hour's appreciation of its historic tide.

NEW ORLEANS.

This city, under wise sanitation, now takes high rank for healthfulness, whether the seasonal test be midsummer, or opposite segment of the annual circle.

Let no one so misapprehend the fact as to avoid or pass it flying, since painstaking inspections offer unusual rewards. In many respects the large cities of our country are replicas; differences relating chiefly to their topography and area, but this southern metropolis is unique and must for all time remain so. It is most unlikely in the world's future history the genesis of any other city will fall under the complex influences that presided here.

While not boastful of architectural grandeur, it has many piles that are worthy of emulation. Make judicious selection of street car lines and thread the principal avenues, thereby obtaining a general idea of urban characteristics; thereafter by carriage, with competent Jehu, give critical examination of poetic, historic and romantic bits; nor let consuming interest in the living overshadow some thought of sacred dust that immortalizes the necropolis. You will surely visit this, and seeing with what exquisite good taste and filial piety paternal ashes are inurned, will have your reward in juster appreciation of a love that requires such high art to give it visible expression.

You have noted the Cathedral on Jackson Square — mayhap, have enjoyed its incensed atmosphere; have marked the equestrian statue in bronze to General Jackson, standing on the spot where in its day stood a triumphal arch heavy with victor's laurel and fragrant with choicest gifts of Flora, beneath which, in grand march to the sacred temple, all the people in loud acclaim escorted the hero.

Historic French market is not far distant and invites an early morning call. When, through these various visits you have possessed yourself of the spiritual and social aroma, and of the commercial no less than material atmosphere of this city, it will stand before you pre-eminently non-provincial — a cosmopolitan metropolis, having no peer in this or any other land.

Lee Monument, New Orleans
French Quarter, New Orleans
Jackson Square, New Orleans
Jackson Statue, New Orleans

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